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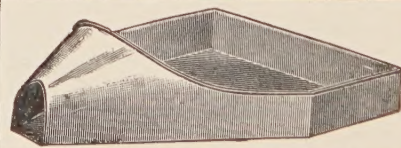
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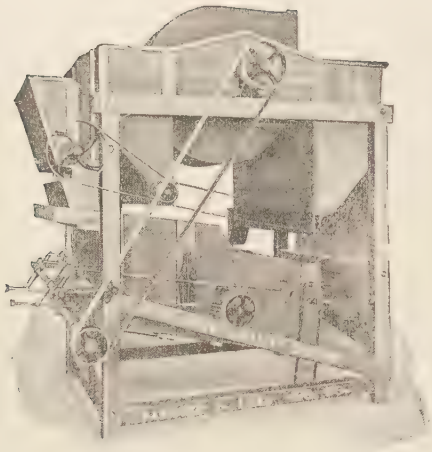
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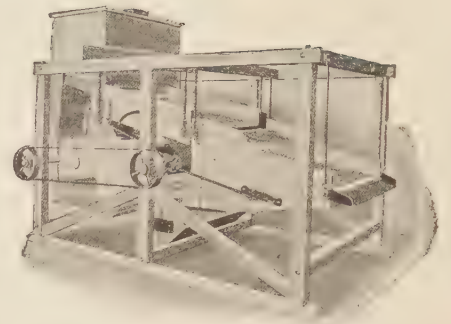
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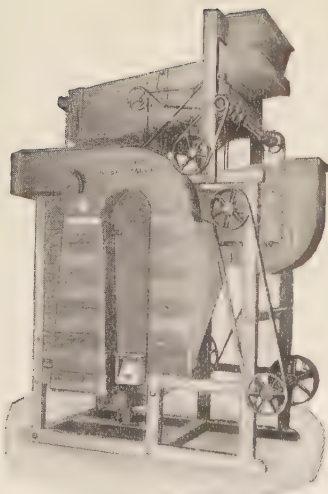
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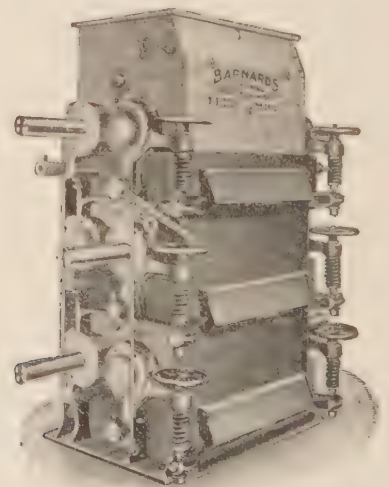
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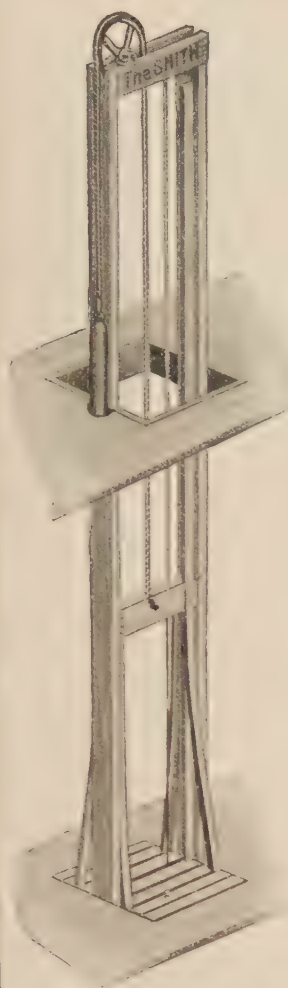


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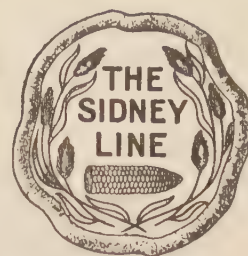


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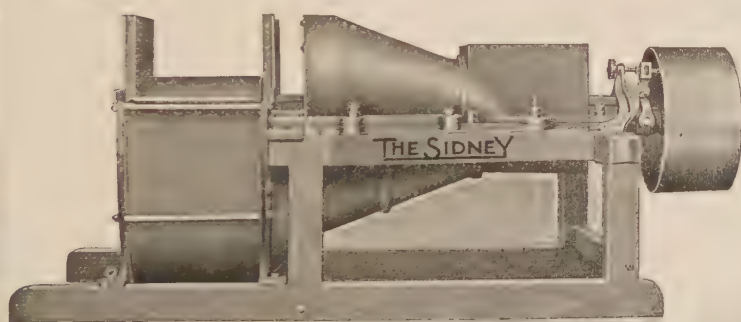


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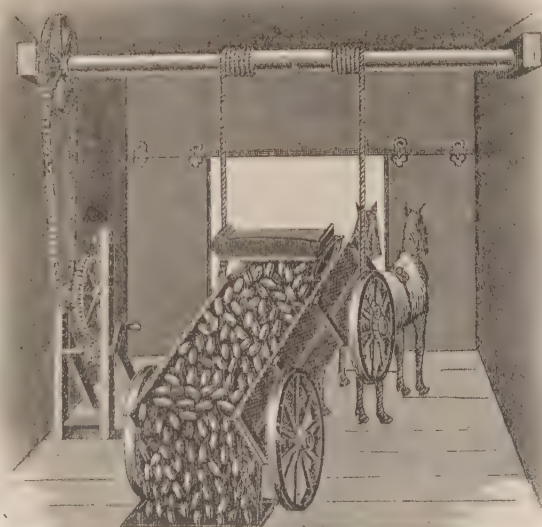
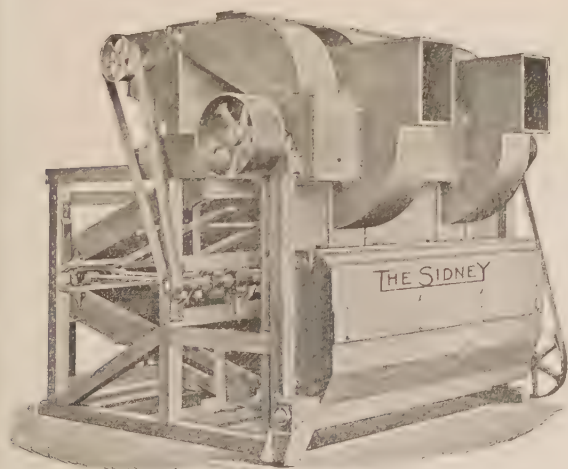
Send for your copy of our catalog of Grain Elevator Machinery today. It will be mailed upon request.



**The Philip Smith Mfg.
Company**

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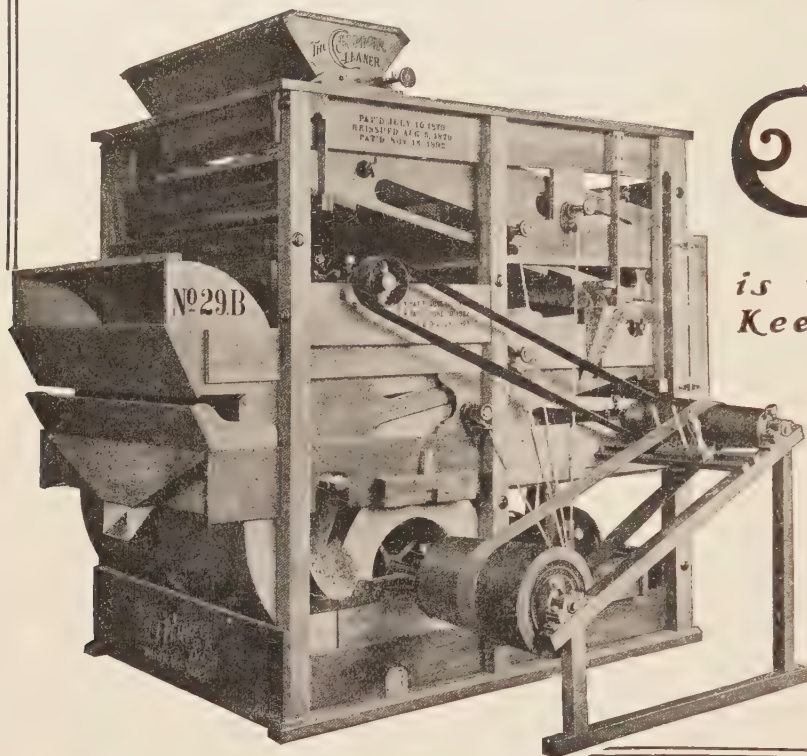
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The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

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Better than any at the price. Cheaper than mill-feeds, makes more milk, and gives you a larger profit. Used everywhere to take the place of ordinary mill-feeds for mixing purposes. Let us tell you about it.



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(53)

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These are the three essentials of every purchase of grain elevator machinery.

On the answer to these questions you base your decision.

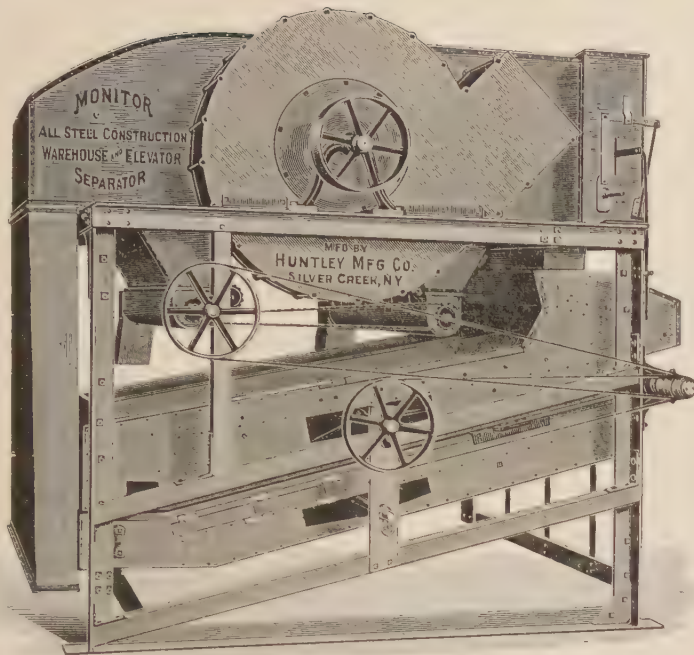
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Select the type for your needs. We will ship it to you on 30 days free trial. It must deliver results never given you by any other machine. Power consumption less than most separators, upkeep low, account of splendid construction. The cost is lower compared to results delivered.

Send for full particulars as to price, floor space needed and power consumption.

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Fireproof

**Grain Cleaners
Oat Clippers
Smutters**

Most used in most modern elevators

**136 styles
to select from**

Take a list of the most modern, completely equipped, fire-proof Elevators built on the North American Continent in the past fifteen years and from this list check the make of grain cleaners, oat clippers and smutters installed in these Elevators and you will find "Monitors" are more in use than any other machine. With 80% of the largest, finest fitted Elevators using "Monitors" we feel safe in saying that "Monitors" are conceded to be

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construction**

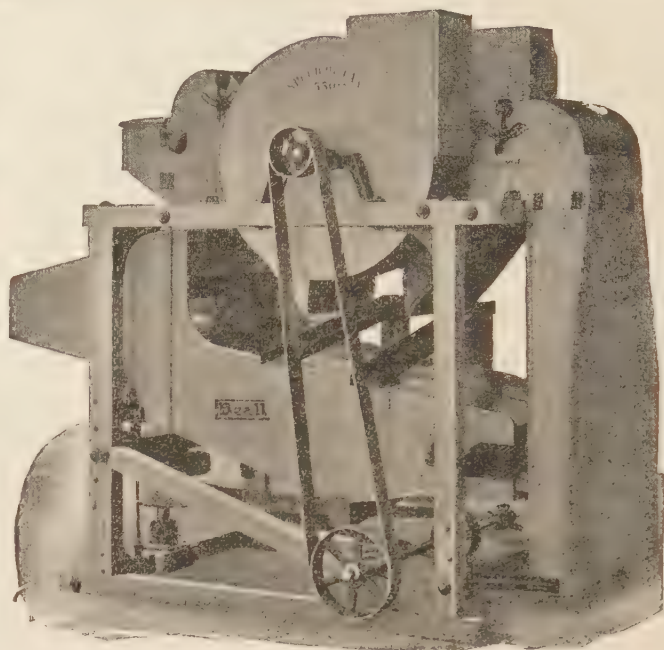
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and nothing short of surpassingly fine construction, simplified, dependable service, durability, efficiency and—economy have made "Monitor" the choice of 80% of the buyers of modern, fire-proof, grain cleaners, oat clippers and smutters. "Monitors" are *the* thing in machinery of their kind—we refer you to any prominent elevator man, engineer, or elevator builder.

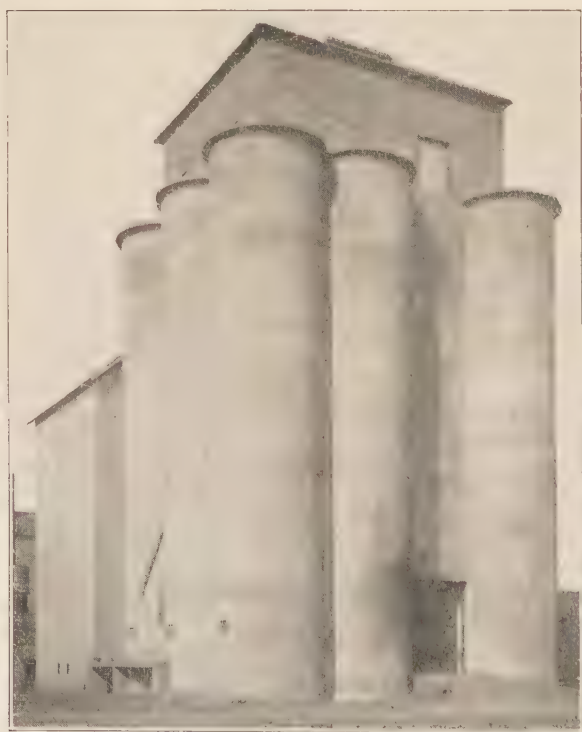
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Why the Beall is chosen for modern country houses

like the one shown here, owned by the Montelius Grain Co., Piper City, Ill.



In the first place the Beall Cleaner is a distinct *improvement* over the old time machines. It has refinements that are only incorporated into equipments by modern ideas. For instance the two fans, working independent of each other perform their work in a manner impossible for the old style machines.



Elevator of Montelius Grain Co., Piper City, Ill.,
Built by Burrell Eng. & Constn. Co.

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The Beall runs along evenly and profitably, earning you profits from the time it starts till the power is shut off, never hesitating, never "laying off"—indeed the Beall is the operators best friend—it sticks to work thru thick and thin. Don't you want a worker of this kind?

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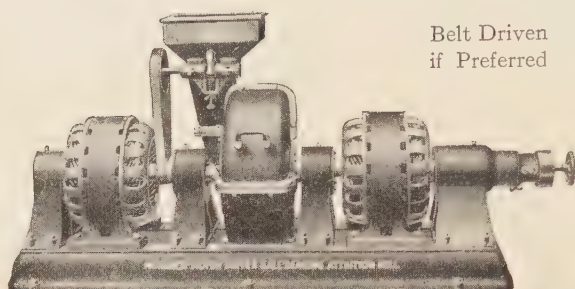
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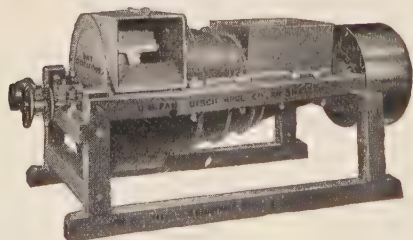
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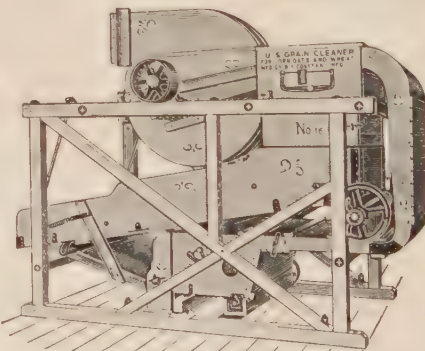
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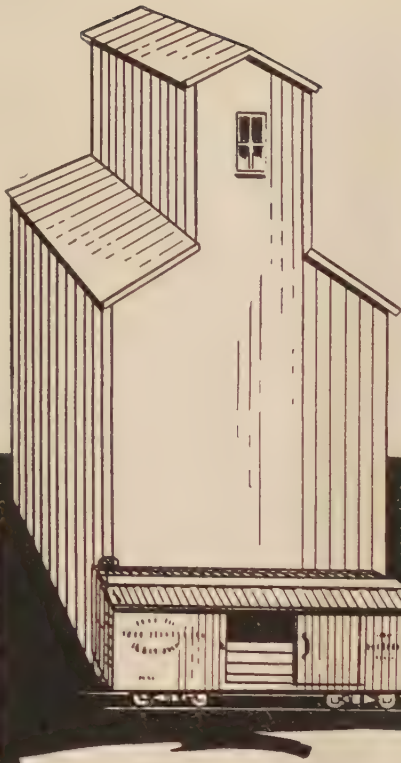
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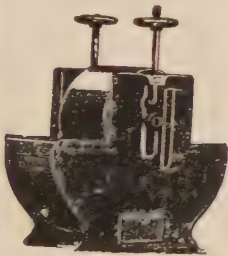
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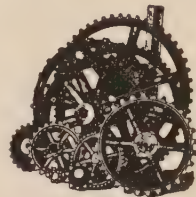
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513 burning examples of "firefood" elevators was the record for 1914.

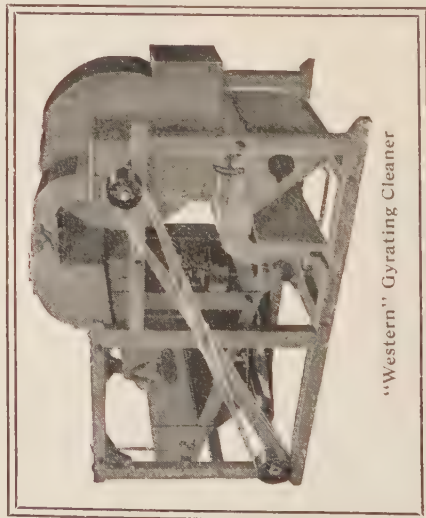
Each one of these cases was a warning to you to be careful.

Don't invite disaster to the capital you have invested.

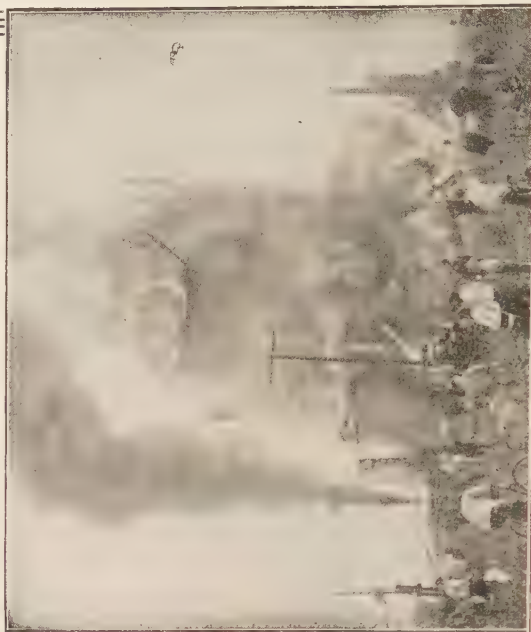
Build your house of concrete or steel if it is to be a new one.

If you are going to remodel, watch every opportunity to make it safer from fire risks.

Then equip your plant with grain machinery that will keep the profits rolling in.



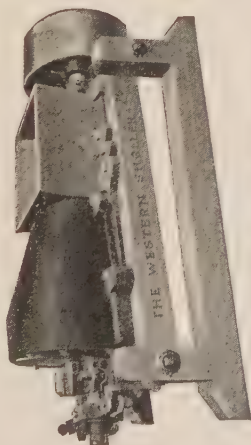
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WESTERN



"Western" Warehouse Combined Sheller



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"Western" Pitless Sheller

24 hours a day if necessary—and the maintenance cost is at a minimum.

You can do all your buying at our plant too, get any part you want from cupola to pit from stock.

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As many will be remodeled. To you owners and operators who do not know what the reputation of all Western Products and service is, we suggest that you make inquiry of your neighbor. He knows because we have been making friends for Western Products for more than 35 years.

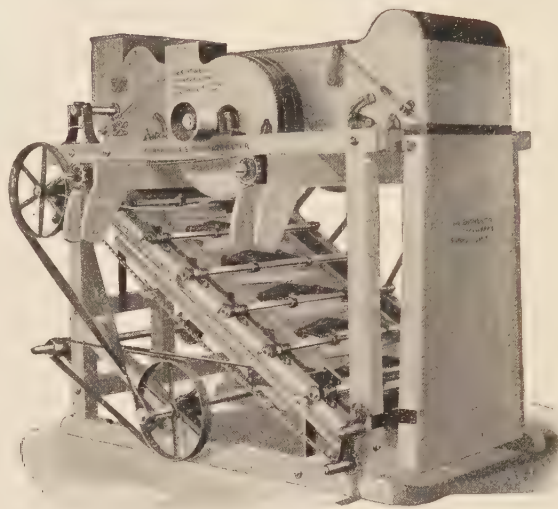
But above all things beware of the fire jinx—take heed of the editorials on fire prevention in this issue, and you'll keep the wheels turning.



Modern Fireproof Concrete Elevator. Located at Fults, Illinois—equipped with "Western" Machinery

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OATY WHEAT

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We handle a full line and can
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GRAIN DRYERS—All sizes, CRUSHERS,
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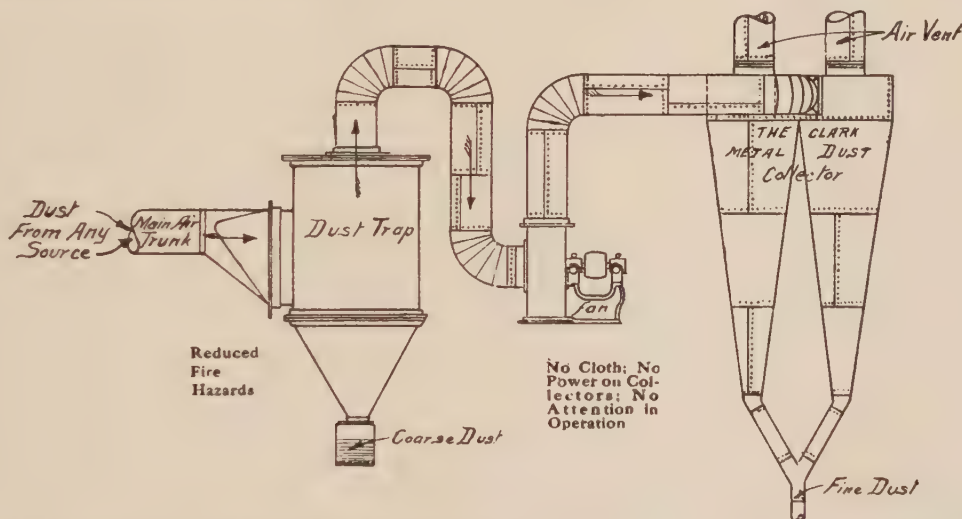


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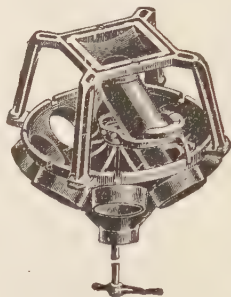
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THE LOSS by interruption to business
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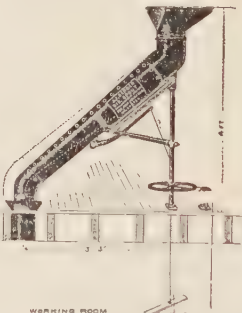
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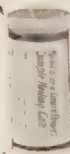
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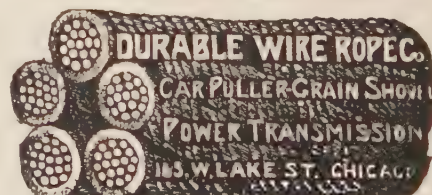
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Action of Pump depends upon the starting and stopping of Engine. Write for particulars.

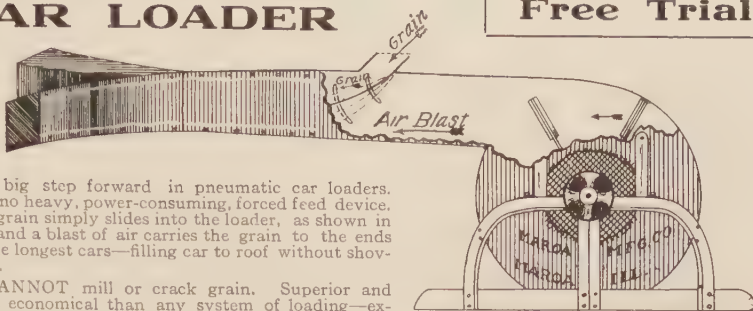
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MOLINE, ILLINOIS

The paper the Grain Dealer supports, because it supports the Grain Dealer—

GRAIN DEALERS JOURNAL

THE BOSS AIR-BLAST CAR LOADER

30 Days' Free Trial



A big step forward in pneumatic car loaders. Has no heavy, power-consuming, forced feed device. The grain simply slides into the loader, as shown in cut, and a blast of air carries the grain to the ends of the longest cars—filling car to roof without shoveling.

CANNOT mill or crack grain. Superior and more economical than any system of loading—excelling even the best gravity systems because it effects a big saving in first cost, in horsepower and in repairs.

Whether remodeling or building, make your elevator right up to date by installing a BOSS AIR-BLAST SYSTEM of loading. It will save you money on every bushel of grain you handle.

Get posted by writing now for our catalogs of car loaders. It will pay you.

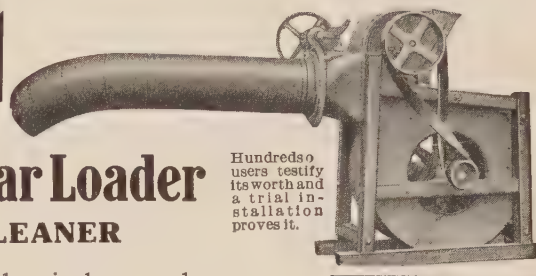
MAROA MANUFACTURING CO., Maroa, Ill.

Manufacturers of the celebrated BOSS and KING CAR LOADERS

The Loading Spout of

The Mattoon Car Loader AND GRAIN CLEANER

Hundreds of users testify its worth and a trial installation proves it.



continuously travels in a hemisphere and guarantees even loading at all times.

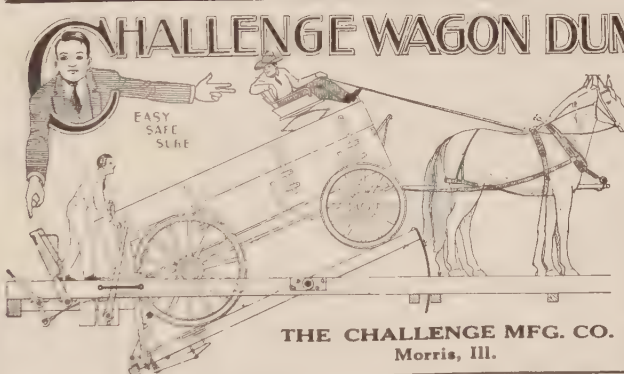
The steady force a fair blowing the grain through the spout separates the lighter chaff from the grain and separates the dirt and grain. The clean grain is loaded in the car, the chaff is carried off by the open air.

We ask you, for our mutual benefit, to investigate the Mattoon Car Loader.

We get the order and you get top price because of the cleaner grain you ship.

MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

THE CHALLENGE WAGON DUMP



THE CHALLENGE MFG. CO.
Morris, Ill.

Manson, Ia., Feb. 22, '15.
THE CHALLENGE MFG. CO., Morris, Ill.

Gentlemen: I am writing you at this time, to tell you of the merits of your dump, and to say that it is the only dump on the market, that is or comes anywhere near being a safety dump is just what I mean, and any elevator using a dump can not afford to spend their money on other dumps for this has them all skinned for safety, ease of operation, and durability. I have tried a good many different dumps but have found none that will compare with the Challenge, and any fool can operate it, for it is fool proof. All of the farmers are more than pleased with it, and they say that it is the last word in the dump line. Trusting that your company will have the success that your dump deserves, I am, yours truly,
A. HAKES.

I Am the Man You Want

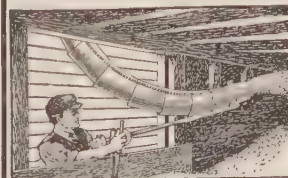
I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

All Up-to-Date Elevators Use The ENGLEHART FLEXIBLE SPOUT HOLDER and CAR LOADER

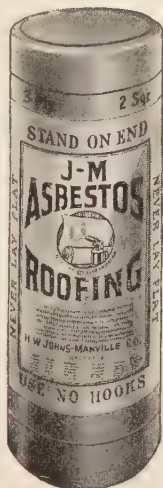
Saves dockage, time, labor, health and money. Hundreds now in use in 20 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Testers, Richardson Separators and Cleaners, Corn Sieves, and Brown-Duval Moisture Testers. Electric Motors for Power and Light. Belting Cups and all supplies. Write for our prices.



L. E. TAYLOR & CO.
316 Flour Exchange
Minneapolis, Minn.

Buy Roofing as You Buy Your Life Insurance



A HUNDRED and one roofing manufacturers ask for your patronage. Each backs his claims with arguments that seem convincing. It's confusing to say the least. And the loss is yours if you select unwisely.

There is only one absolutely safe course to follow. Buy roofing as you buy your life insurance.

Just as you consider the insurance company first and the policy second—because you realize that the policy is simply a promise to perform and the standing of the company your actual security—so you should consider the roofing manufacturer first and the roofing itself second.

J-M Asbestos Roofing

"The Roll of Honor"

We tell you that this roofing is made from asbestos rock—that it is practically imperishable—that it is unaffected by heat or cold, rain or sleet—that it affords excellent fire protection—in short, that it will give you absolutely satisfactory and lasting service without any painting, coating or attention whatever.

But, more than this—we remind you that behind this "promise to perform" is the security that lies in buying you roofing from a company with a country-wide organization built up by a policy that does not willingly permit a single customer to be dissatisfied.

Write Our Nearest Branch for Illustrated "J-M Asbestos Roofing Catalog."

H. W. JOHNS-MANVILLE CO.

Manufacturers of Pipe Coverings; Packings; Mastic Flooring; Conduit; Stack Lining; Fireproof Paint; Fire Extinguishers; Fuses; Etc.

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Set of Books

Complete for \$3.50

A GRAIN RECEIVING BOOK (FORM 12AA)

Grain Register is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received at elevator.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

A GRAIN SHIPPING BOOK (FORM 14AA)

Sales, Shipments and Returns is designed to facilitate recording the essential facts regarding sales, shipments and returns on each sale of grain. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns.

Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of 2,204 cars. It is well bound in heavy canvas with leather corners, and printed on heavy linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

SITUATION WANTED

As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of

GRAIN DEALERS JOURNAL, CHICAGO

You may be
next on
the list!

OVERHEATED
BEARINGS

The Real Menace

Guard against this Monster with

Automatic Journal Alarms

Price \$40.00 per equipment and up

Western Fire Appliance Works

542 So. Dearborn St., CHICAGO, ILL.

Make Your Elevator Fireproof with

SYKES CORRUGATED IRON

THE SYKES CO., 929 West 19th Place, Chicago, Ill.

Proof Against Fire, Wind and Lightning



Locomotive sparks and lightning caused 232 out of 538 elevator fires reported to the Grain Dealers' National Fire Insurance Co. What are you doing to protect **your** elevator? Why not eliminate this big risk at once with

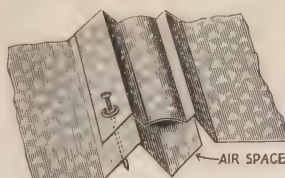
"Vee Dri" V-Crimped Galvanized Steel Roofing?

Quickly pays for itself in the insurance money it saves you. Costs less to lay than shingles—lasts longer. Made positively leak-proof because

This Air Space Prevents Leaks at the Seams

Water that works over the laps in ordinary roofing cannot get beyond the air space. Write us direct for prices and samples of this and other forms of metal roofing elevator plates, corrugated siding and roofing. V-Crimp and standing seam roofing, imitation steel brick and stone siding.

Gedge Brothers Iron Roofing Co.
Dept. J. Anderson, Indiana



\$2.00 is the proposed charge for spotting cars.

SAVE this much and more by buying an

ATLAS CAR MOVER

PRICE \$5.00

Oneman with an ATLAS can easily move a loaded car.

Address



APPLETON CAR MOVER CO.
APPLETON, WIS.

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

FATALISM is all right in its place, but the elevator operator should not confuse that theory with an elevator fire.

THE daily loss by fire in the United States is half a million dollars; \$30,000 an hour; a ten spot every time the clock ticks.



The Wood Constructed Sunset Elevator at Galveston as it Appeared Nov. 17, 1914.

A Concrete Illustration

of what happens to the wooden elevator.

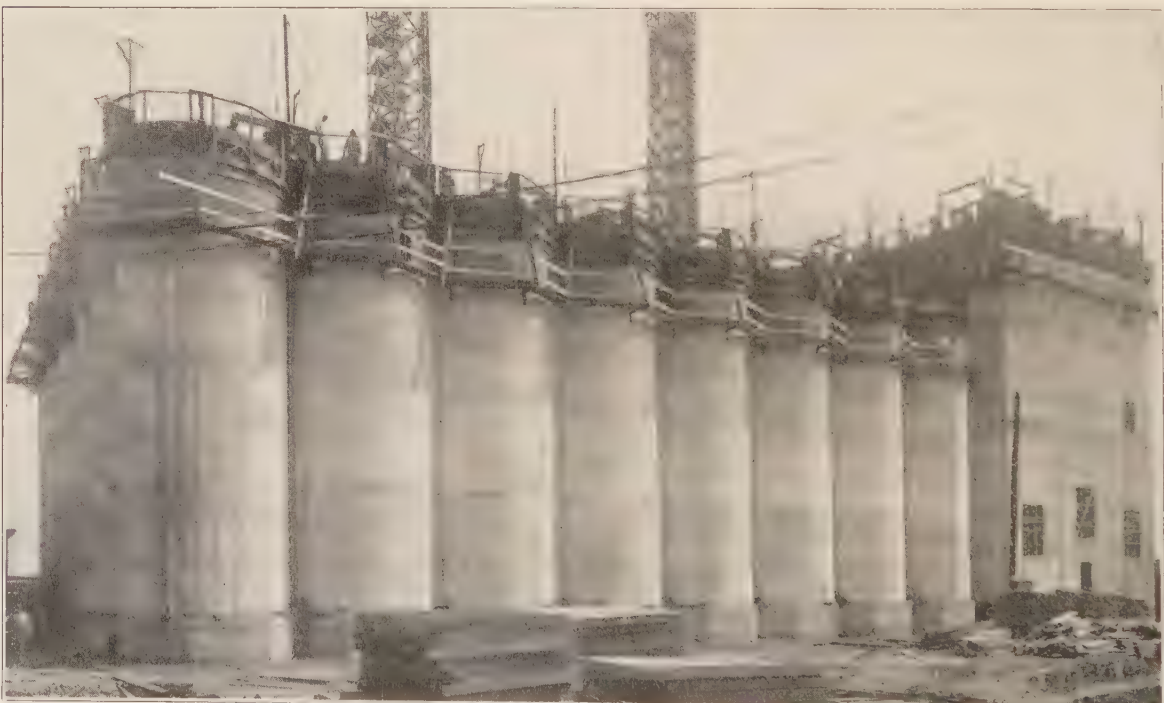
One week after the destruction of the old Sunset Elevator at Galveston the Southern Pacific called for bids for its reconstruction in wood, but on second thought decided to profit by its own experience and that of others, and let contract to us for a new house in which no combustible material is to be used.

James Stewart & Company, Incorporated

GRAIN ELEVATOR DEPARTMENT
W. R. SINKS, Manager

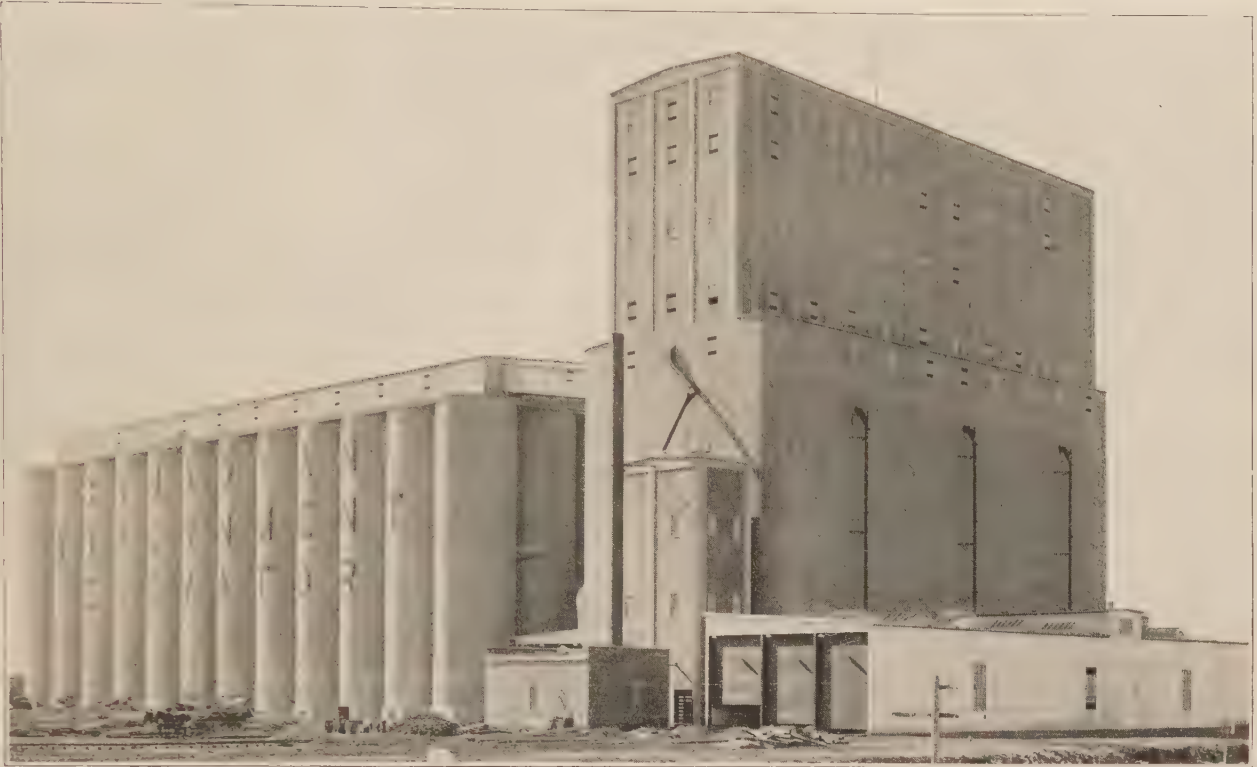
BUILT IN ALL PARTS OF THE WORLD

15th Floor, Westminister Bldg., Chicago, Ill.
R. H. FOLWELL, Engineer



The New Reinforced Concrete Sunset Elevator as it Appeared March 15, 1915. A Perfect Example of Modern Fireproof Construction.

A Fireproof Elevator of Reinforced Concrete



New Dominion Government Interior Terminal Elevator, Saskatoon, Sask.
Capacity 3,500,000 Bushels

Designed and Erected by

THE BARNETT-McQUEEN
COMPANY, LIMITED

Engineers and Contractors

FORT WILLIAM, Ont.

MINNEAPOLIS, Minn.

GRAIN ELEVATOR BUILDERS

We build Elevators that are Fireproof

We have erected throughout the country, and especially in the Southwest, over 700 grain elevators. Of these only three have been destroyed by fire. These three were not in operation at the time.

This is the best proof obtainable that we build elevators that are not likely to burn.

To interested parties in the Southwest, those in particular who are contemplating the erection of an elevator, we will send this booklet FREE. To others it will be mailed upon receipt of 50c. Send for your copy today.



White Star Company

BUILDERS OF GOOD ELEVATORS

Owners of Pelkey Construction Company

Wichita, - - - Kansas

Grain Elevators

of any size and any type

Designed and Built for

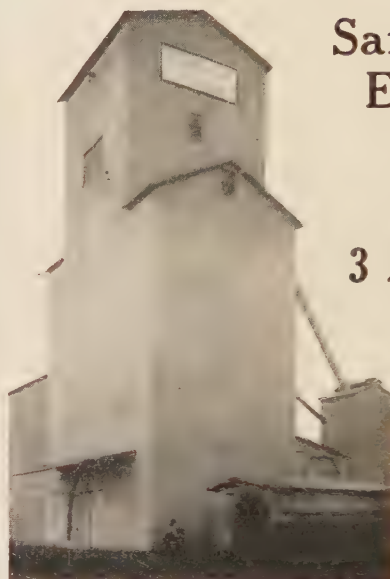


Safety,
Economy,
Utility

THE
3 AMERICAS
CO.

Builders of
Better
Elevators

122
S. Michigan Av.
CHICAGO



Reliance Elevators

Are designed and built along the most modern lines. Every possible feature and arrangement that would tend to make them fireproof and to increase the efficiency in the handling of grain, is used in their erection. Owners of Reliance Elevators are handling the large crop of last year with the greatest of ease and at the minimum of expense. Results: Increased profits

If you are contemplating the erection of a new elevator or the rebuilding of an old one get particulars from us before closing the deal. You'll want it fireproof and efficient and the best for the money. That's what we give you

"You can Rely on a Reliance"

Reliance Construction Co.

Board of Trade **Indianapolis, Ind.**



A Splendid Example

of Modern Fireproof Construction—
the Elevator of MONTELIUS GRAIN
CO., PIPER CITY, ILLS.

Built by

BURRELL ENGINEERING & CONSTRUCTION CO.

1102-8 WEBSTER BLDG., CHICAGO, ILLS., (Opp. Board of Trade)
620 Hubbell Bldg., Des Moines, Iowa — 116 W. North St.,
Indianapolis, Ind.—Room 2 Columbia Bldg., Columbus, Ohio

GRAIN ELEVATOR BUILDERS



SANTA FÉ ELEVATOR "A"

KANSAS CITY.

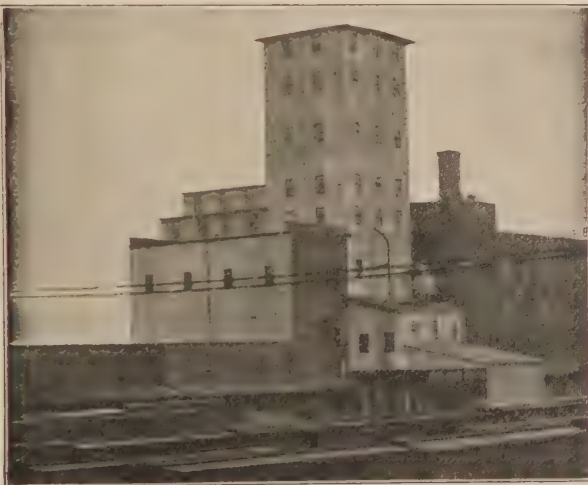
LARGEST FIREPROOF GRAIN STORAGE HOUSE IN THE WESTERN STATES.
72 Circular Bins, 48 Interspace Bins. Total Capacity 2,500,000 Bushels.

JOHN S. METCALF CO., LIMITED, ENGINEERS, GRAIN ELEVATORS, CONSTRUCTORS

MONTREAL
54 St. Francois Xavier St.
CANADA

CHICAGO
108 South La Salle St.
U. S. A.

LONDON
36 Southampton St., W C.
ENGLAND



Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce,

Buffalo, N. Y.



This Fire Proof Seed Warehouse and Grain Storage constructed of Reinforced Concrete frame with brick enclosing walls just completed for the Courteen Seed Company, Milwaukee, Wisconsin.

Barnett & Record Company

Minneapolis, Minnesota

Fort William, Ontario

Duluth, Minnesota

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GRAIN ELEVATOR BUILDERS

The Temple-Williams Co.

Designers and Builders
of Grain Elevators

Estimates furnished on application.
716 Hubbell Building DES MOINES, IOWA

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Designers and Builders of GRAIN ELEVATORS
COAL HANDLING PLANTS, WAREHOUSES, ETC.
Correspondence Solicited
510-512 Wait Bldg. DECATUR, ILL.

A. F. ROBERTS

ELEVATORS
CORN MILLS
WAREHOUSES

FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

Some build more—
None build better

GRAIN ELEVATORS

than Cramer

Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

R. M. Van Ness Construction Company
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Designers and Builders of

MODERN GRAIN ELEVATORS

Plans Submitted Correspondence Solicited
Branch Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

W. S. MOORE
252 S. Col. Street
Frankfort
Ind.

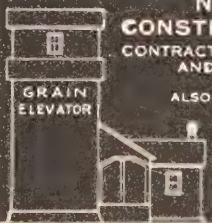
EFFICIENT ERECTING CO.

Grain Elevators, Mill Work

Let Us Furnish You Plan

OUR EXPERIENCE IS MONEY TO YOU—WHY NOT HAVE IT?

GEO. H. CRAIG
335 Normal Park
Way, Englewood
Chicago, Ill.



**NEWELL
CONSTRUCTION CO.**
CONTRACTORS, DESIGNERS
AND BUILDERS
ALSO JOBBERS OF
ELEVATOR AND
MILL SUPPLIES
430-432
GRANBY BLDG.
CEDAR RAPIDS
IOWA

L. J. McMILLIN

ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity.
523 Board of Trade Bldg., Indianapolis, Ind.

H. H. Birchard

CONTRACTOR for Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG., CHICAGO, ILL.

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going to build or remodel? If so, write

D. F. HOAG & CO.

Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
208 Corn Exchange, Minneapolis, Minn.

It is of Mutual Benefit to
Mention The JOURNAL
when writing Advertisers

Southwestern Engineering Company

Designers and Builders of

Modern Fireproof Mills and Grain Elevators

Springfield, Missouri

Concrete Elevators and Grain Storage

No Fire or Tornado Insurance. No Depreciation on Building. Minimum Depreciation on Machinery. The Interior is ALWAYS DRY.



We have worked out some
economical designs for
small elevators in concrete.

Let us figure your requirements.

Hickok Construction Co.

Contracting Engineers
Minneapolis, Minn.

ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881

"HAVE IBBERSON BUILD IT"

Write
For Our
New Booklet

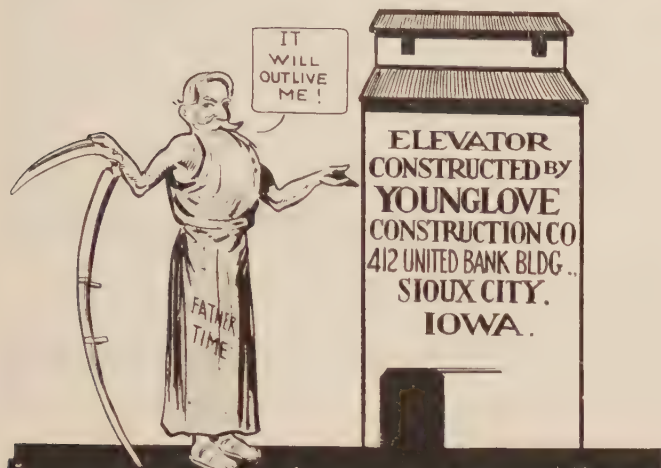
T. E. IBBERSON
MINNEAPOLIS, MINN.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed
Mills, Steam Engines, Boilers, Gasoline
Engines, Belting, Buckets, Con-
veyors or any other elevator machinery
can be bought or sold quickly by
placing an ad. in the "Wanted" or
"For Sale" columns of the

GRAIN
DEALERS JOURNAL
OF CHICAGO

GRAIN ELEVATOR BUILDERS



It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

First Class Concrete Grain Storage Construction

OUR SPECIALTY

Lehrack Contracting & Engineering Company

725 Gloyd Building

Kansas City, Missouri

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is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9 1/2 x 12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 726. Price \$1.00

GRAIN DEALERS JOURNAL,

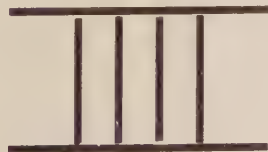
La Salle Street, - CHICAGO, ILL.

By concentrating your advertising in
THE GRAIN DEALERS JOURNAL
you can cover the Grain Dealers
of the country at one cost.

FIRE PROOF GRAIN STORAGE AT LOW FIRST COST

**PREVENTS FIRES
and SAVES
INSURANCE**

**Big Premiums Protect
the House—But FIRE
PROOF STORAGE
PROTECTS YOUR
BUSINESS.**



**Plans and Estimates
Submitted and Con-
tracts Undertaken by**

White Star Company,
Wichita, Kansas

George H. Birchard,
Lincoln, Nebr.

T. E. Ibberson,
Minneapolis, Minn.

Burrell Engineering &
Construction Company,
Chicago, Ill.

NOW—Before your "OK" goes onto any plans or estimates—learn all about the Low-Cost Fire Proof Elevator Construction made possible by Perfection Metal Bins.

Learn how construction time and money are saved—how present storage is enlarged—how

Perfection Metal Grain Bins Prevent Fires

and are readily built into the best arrangement for small and medium sized houses or storage. How they are built—how time and money are saved—how additional storage is secured without alterations to existing plant—how thorough fire proof construction is cheaply secured—is all explained in our new book, "Fire Proof Grain Storage." This book is filled with money-saving suggestions on small and medium sized houses and storage. It tells how Perfection Metal Bins meet every elevator requirement at but little greater cost than wooden buildings. * * * Wooden storage burns when you need it most. Big premiums buy insurance that doesn't insure your business. Perfection Bins prevent fires—they protect your business by reducing fire hazard and insurance bills.

Write for the Book—It tells things you have been ready to pay money to know. "Fire Proof Grain Storage" explains how you can get them all

PERFECTION METAL SILO CO.

Manufacturers of
Perfection Metal Bins

Topeka, Kansas, U. S. A.





Grain Dust is a Fire Hazard

Wherever it settles.

It's a Dangerous Explosive

Exposed to ignition by spark and spontaneous combustion, a constant menace to life and property.

The only **SANE, SAFE** thing to do is recover the dust with an all-metal fireproof

"Knickerbocker Cyclone"

Write for Catalog.

The Knickerbocker Co., Jackson, Mich.

Use Our Sanitary "RAT SWAT" —That's What

Satisfactory results or Your Money refunded. One pkg. covers 3,000 sq. ft. floor space. PRICE \$3.00. Express prepaid. Send for booklet, Dept. D.

We also manufacture
Roach and Bed Bug Swat.

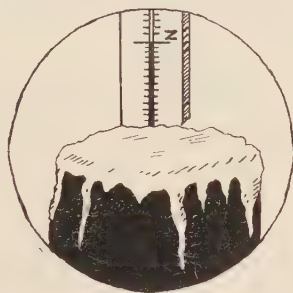
San-O-Zone Chemical Co.

Board of Trade Bldg.

KANSAS CITY

MISSOURI

VERY FINE DUST, most dangerous of all, is quickly disposed of with a modern dust collector system.



PLAIN SALT WATER
FROZEN AT ZERO

Rhodes' Calcium Chloride

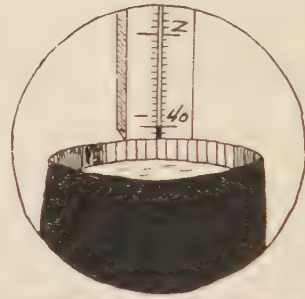
GUARANTEES

"WATER" When You Most Need It

NO EVAPORATION

RHODES' SOLUTION

is a more efficient Fire Extinguisher than many of the high priced chemicals.



RHODES' CALCIUM SOLUTION
AT 40 BELOW ZERO

J. H. Rhodes & Co.,

Chicago, Ill.

SHORTAGE CLAIMS

of Grain Shippers

would be paid more promptly if certificates of weight which show kind of scale used, number of drafts, and who did the weighing, were used.

SHIPPERS' CERTIFICATE OF WEIGHT, Form No. 89 has been endorsed and recommended by the leading Associations of Shippers, because its use places the shipper's weights above question.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the——R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

GRAIN DEALERS JOURNAL, Chicago, Ill.

POUNDS TO BUSHEL

AT A
GLANCE

At this season of the year when the wagons are lined up at your elevator, every minute saved in handling the loads increases your receiving capacity. You can prevent many costly errors and save a great deal of time by using our

Direct Reduction Grain Tables

32 lbs. per bushel—OATS

| Pounds | Bushels | Pounds | Bushels | Pounds | Bushels |
|--------|---------|--------|---------|--------|---------|
| 100 | 3.125 | 200 | 6.250 | 300 | 9.375 |
| 110 | 3.438 | 210 | 6.563 | 310 | 9.688 |
| 120 | 3.750 | 220 | 6.875 | 320 | 10.000 |
| 130 | 4.063 | 230 | 7.188 | 330 | 10.313 |
| 140 | 4.375 | 240 | 7.500 | 340 | 10.625 |
| 150 | 4.688 | 250 | 7.813 | 350 | 10.938 |
| 160 | 5.000 | 260 | 8.125 | 360 | 11.250 |
| 170 | 5.313 | 270 | 8.438 | 370 | 11.563 |
| 180 | 5.625 | 280 | 8.750 | 380 | 11.875 |
| 190 | 5.938 | 290 | 9.063 | 390 | 12.188 |
| 200 | 6.250 | 300 | 9.375 | 400 | 12.500 |
| 210 | 6.563 | 310 | 9.688 | 410 | 12.813 |
| 220 | 6.875 | 320 | 10.000 | 420 | 13.125 |
| 230 | 7.188 | 330 | 10.313 | 430 | 13.438 |
| 240 | 7.500 | 340 | 10.625 | 440 | 13.750 |
| 250 | 7.813 | 350 | 10.938 | 450 | 14.063 |
| 260 | 8.125 | 360 | 11.250 | 460 | 14.375 |
| 270 | 8.438 | 370 | 11.563 | 470 | 14.688 |
| 280 | 8.750 | 380 | 11.875 | 480 | 15.000 |
| 290 | 9.063 | 390 | 12.188 | 490 | 15.313 |
| 300 | 9.375 | 400 | 12.500 | 500 | 15.625 |
| 310 | 9.688 | 410 | 12.813 | 510 | 15.938 |
| 320 | 10.000 | 420 | 13.125 | 520 | 16.250 |
| 330 | 10.313 | 430 | 13.438 | 530 | 16.563 |
| 340 | 10.625 | 440 | 13.750 | 540 | 16.875 |
| 350 | 10.938 | 450 | 14.063 | 550 | 17.188 |
| 360 | 11.250 | 460 | 14.375 | 560 | 17.500 |
| 370 | 11.563 | 470 | 14.688 | 570 | 17.813 |
| 380 | 11.875 | 480 | 15.000 | 580 | 18.125 |
| 390 | 12.188 | 490 | 15.313 | 590 | 18.438 |
| 400 | 12.500 | 500 | 15.625 | 600 | 18.750 |
| 410 | 12.813 | 510 | 15.938 | 610 | 19.063 |
| 420 | 13.125 | 520 | 16.250 | 620 | 19.375 |
| 430 | 13.438 | 530 | 16.563 | 630 | 19.688 |
| 440 | 13.750 | 540 | 16.875 | 640 | 19.938 |
| 450 | 14.063 | 550 | 17.188 | 650 | 20.250 |
| 460 | 14.375 | 560 | 17.500 | 660 | 20.563 |
| 470 | 14.688 | 570 | 17.813 | 670 | 20.875 |
| 480 | 15.000 | 580 | 18.125 | 680 | 21.188 |
| 490 | 15.313 | 590 | 18.438 | 690 | 21.500 |
| 500 | 15.625 | 600 | 18.750 | 700 | 21.813 |
| 510 | 15.938 | 610 | 19.063 | 710 | 22.125 |
| 520 | 16.250 | 620 | 19.375 | 720 | 22.438 |
| 530 | 16.563 | 630 | 19.688 | 730 | 22.750 |
| 540 | 16.875 | 640 | 19.938 | 740 | 23.063 |
| 550 | 17.188 | 650 | 20.250 | 750 | 23.375 |
| 560 | 17.500 | 660 | 20.563 | | |
| 570 | 17.813 | 670 | 20.875 | | |
| 580 | 18.125 | 680 | 21.188 | | |
| 590 | 18.438 | 690 | 21.500 | | |
| 600 | 18.750 | 700 | 21.813 | | |
| 610 | 19.063 | 710 | 22.125 | | |
| 620 | 19.375 | 720 | 22.438 | | |
| 630 | 19.688 | 730 | 22.750 | | |
| 640 | 19.938 | 740 | 23.063 | | |
| 650 | 20.250 | 750 | 23.375 | | |

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This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

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GRAIN DEALERS JOURNAL, 315 S. La Salle St., Chicago, Ill.

Have YOU Learned a Lesson ? from the Great EDISON Fire .

The fiercest fire in the history of conflagrations was the burning of the Edison plant at Orange, N. J., December 9th, 1914. The Edison fire was remarkable for its intensity. A temperature of more than 2500° Fahr. was developed in some of the buildings, and the behavior of the concrete was little short of marvelous.

In the Edison buildings were many tons of celluloid, wax, dry lumber, and other inflammable materials which burned with a heat so intense that only concrete could withstand; yet, amid the ruins, still stand seven large concrete structures, with walls and floor slabs intact and ready for rehabilitation.

Mr. Edison said: "All permanent buildings which I shall erect in the future will be built of concrete, as the results of our fire are a triumph for this material."

The officers of the Edison Company state that the cost of restoring the concrete buildings will be from 10% to 15%.

A committee of distinguished engineers, architects, and building authorities, men whose names are known throughout the country, said, among other things: "The behavior of the concrete under the unusual conditions of this fire fully demonstrated that it is an admirable material for fire preventing purposes, because of its low heat conductivity and its toughness."

Learn **your** lesson from the Edison fire. Be sure the next structure you build is of concrete. Economy and good judgment **demand** the use of concrete.

Essential in the construction of modern reinforced concrete buildings, is good Portland Cement. A brand which has stood the test of time—a cement which has been specified and used by architects and engineers in work both great and small for the past seventeen years, is **CHICAGO - AA Portland Cement.**



Warehouses and Factories of Concrete a book of 224 pages illustrating and describing 235 modern concrete factories and warehouses, and showing costs, insurance rates, etc., would be of interest to any prospective builder.

We will send a copy post-paid for **50c**

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Grain Dealers Journal
315 So. La Salle St., Chicago

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

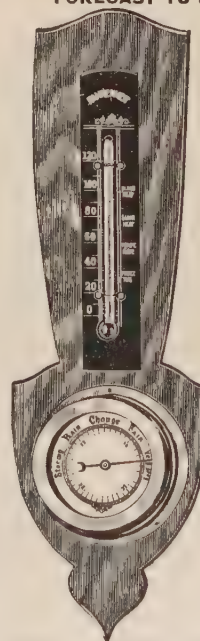
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Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
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FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

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DOUBLE STITCHED BELTING

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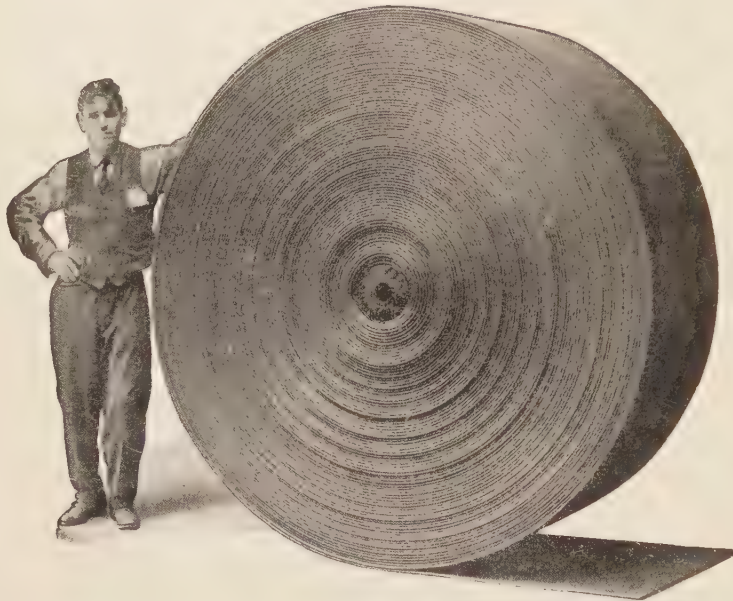
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Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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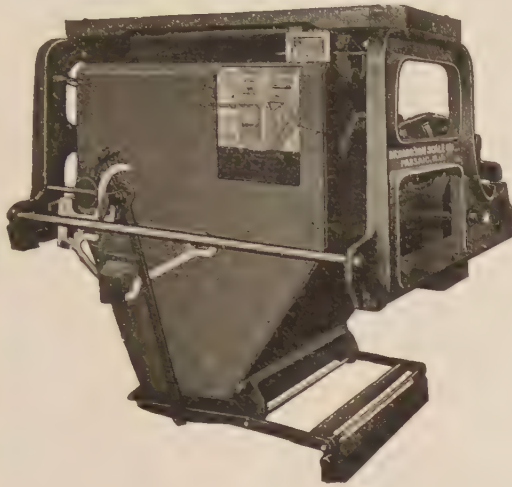
180 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

The ONLY Automatic Grain Scale that has Stood the Test for Years



An Automatic Scale whose weights are accepted by all Railroads as Correct.

An Automatic Scale that does away with all worry and reduces labor to a minimum.

An Automatic Scale that gives you the correct weight on all grain that leaves your house.

The RICHARDSON Automatic Scale offers you these advantages.

If you want to know the actual weights of your grain install The Old Reliable—

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You've tried the rest—now buy the BEST

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1909 Republic Building, CHICAGO
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Other Offices at Passaic, N. J., Buffalo, N. Y., Dallas, Texas, Atlanta, Ga., New York, N. Y.

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POST YOUR PRICES

| TODAYS PRICES | |
|---------------|-----|
| OATS | 45 |
| CORN | 77 |
| WHEAT | 101 |
| RYE | 118 |
| BARLEY | 134 |
| CLOVERSEED | 950 |

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the

cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

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Size 14x19½ inches.

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GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

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Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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315 So. La Salle Street

CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WISCONSIN elvtr. for sale. 20,000 bu. cap. E. Hauterbrook, Green Bay, Wis.

WE HAVE eight elevators for sale at good North Dakota and Minnesota points. For particulars address Minnesota & Western Grain Co., 1054 Chamber of Commerce, Minneapolis, Minn.

ILLINOIS elevator for sale, 25,000 bu. capacity, cribbed house, Handles 150,000 bu. annually. No competition. Price \$6,500. Write Ridge, Box 4, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elvtr. for sale. 3 dumps, brick gasoline engine hse.; good office; plenty outside storage; handles 200,000 bu. annually; good competition; cheap. C. A. Burks, Elvtr. Broker, Decatur, Ill.

OHIO—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA elevator for sale. New, modern. Iron clad. 22,000-bu. cap. Electric pwr. Auto. Scales; good town; one competitor; good business. For further particulars address Free, Box 5, Grain Dealers Journal, Chicago, Ill.

OHIO—Iron clad, metal roof, good condition. On own land (1½ acres), switch; Big 4 and C. N. Good territory. Money maker; bargain for quick sale; owner not grain man. Address J., Box 6, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with good COAL & FEED trade as well as GRAIN located in good grain country on three railroads; private grounds & switch; will sell cheap if taken at once. Write Bargain, Box 4, Grain Dealers Journal, Chicago.

INDIANA—Elevator for sale at Country station. Good grain and hay country and large amount of business. Nearest Elevators six and seven miles. Good opening for handling coal, drain tile and lumber. Write P. O. Box 30, Lowell, Ind.

MONTANA—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale; capacity 20,000 bus.; fully equipped with good mchy.; handles 75,000 to 125,000 bus. grains, 2,500 tons coal, 1,000 bus. seeds, six to ten cars flour, feed, etc. Other business, reason for selling; a money maker, and only takes \$5,650 to own it. Write Box 546, LaRue, O.

ILLINOIS elevator 35,000 bu. cap. within 50 miles of Chicago in small town doing fine grain and coal business for sale, or will exchange for an elevator tributary to Champaign, Ill. This is a good proposition as the plant is in splendid repairs and conditions right. Address James M. Maguire, Campus, Ill.

NEBRASKA elevator for sale; 40,000 bu. cap.; stone and cement foundation. 10 H. P. Lauson gasoline engine. Barnhard-Lea's separator, Richardson automatic scale and Howe wagon scale; 3 acres ground. Machy. In first class condition. On main line Union Pacific R. R. Heart of Nebraska's wheat belt. Have other business matters to attend to. Write F. A. Kimbrough, Shelton, Neb., for particulars.

ELEVATORS FOR SALE.

MINNESOTA elvtr. Write H. F., Box 5, Grain Dealers Journal, Chicago, Ill.

IOWA elvtr. for sale; doing good business; good reasons. Write S. C., Box 6, Grain Dealers Journal, Chicago.

OKLAHOMA—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

INDIANA—10,000 bu. elevator and 50 bbl. mill for sale. Also coal yard. Ill health reason for selling. Neill and Van Valer, Jonesboro, Indiana.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

ILLINOIS—Building 30,000 sq. ft. and grain elvtr. in connection with power, located at N. E. corner Racine Ave. and Superior St., Chicago. Suitable for milling, feed or warehouse purposes. Sacrifice for quick sale. J. R. Vincent, 160 Jackson Blvd., Chicago, Ill.

WESTERN OHIO elvtr. for sale at a bargain if taken soon. Good territory to draw from. House in good condition and the only one in town. Handle grain, coal and feed. Owner cannot be with business. Address Ohio, Box 5, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN MISSOURI — New modern ironclad 8,000. Elevator office and scales. Just finished. Big territory. Soft wheat district. No opposition. Splendid location for general store and lumber yard. Snap for good man. Address H. H., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

WANTED to correspond with owners, operators and managers of a few well located country elevators in Ohio and Indiana, with a view to entering into a mutually beneficial arrangement with them for marketing their shipments of grain. Write Brent, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—40,000 bu. elvtr., gasoline pwr.; good grain section; handles 200,000 bu. yearly. C. A. Burks, Decatur, Ill.

ELEVATORS TO LEASE.

WANTED to lease elevator in Ohio or Indiana. Give full particulars first letter. Box 321, Mendota, Ill.

ANNOUNCEMENTS.

QUAY GRIMES, formerly salesman for the F. H. Bennett Co., New York, and others have purchased the H. S. Cruikshank hay barn, Westerville, O. They will continue in the hay business and add coal and feed. The name of the new firm is Cooper & Grimes.

ELEVATORS WANTED.

LAND to trade for an elevator located in a good grain country. Address P. O. Box 63, Stafford, Kansas.

WANTED to buy for cash, elevator in Northwest Iowa, that will handle 200,000 bus. annually. Write Box 56, Schaller, Iowa.

WANTED TO BUY a good elevator in Minnesota, Western Iowa or South Dakota. James H. Glow, No. 2710 Pleasant Ave., Minneapolis, Minn.

WANTED—Good elevator in exchange for good 160-acre stock farm. Will trade \$7,400 equity. Bargain. Write Box 406, Velva, North Dakota.

IMPROVED 160 acres in Hand Co. So. Dakota for sale or trade for elevator a house and lot or smaller farm; for price and particulars write E. J. Matteson, St. Peter, Minn.

WILL EXCHANGE either or both pieces of my 6 quarter sections valued at \$15 per acre in Kan. and 320 acres Red River Valley Land in Man. for good paying business. Will pay cash difference or give easy terms on balance. Write William, Box 6, Grain Dealers Journal, Chicago, for particulars.

NORTH DAKOTA improved farm 351 acres, 295 under cultiv., 190 acres new fence and partitioned, dwelling, out buildings, steam heated, large grove, good water, stable, granary, for sale, or will take elvtrs. in N. Dak. or Mont. Write Macka, Box 5, Grain Dealers Journal, Chicago, for particulars.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IOWA BROKERAGE CO., Des Moines, Ia., have for sale 30 elevators owned by one of largest line houses in the country. Some genuine bargains in this lot. Write at once for particulars.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

PROPOSALS.

GOVERNORS ISLAND, N. Y. H., Mar. 15, 1915.—Sealed proposals, in triplicate, for furnishing Forage and Straw (three months' and a year's supply), and FUEL, GASOLINE, MINERAL OIL, BEEF and MUTTON, required in Eastern Department during year commencing July 1, 1915, will be received here until 11 a. m., April 14, 1915. Information furnished on application to Department Quartermaster.

SITUATIONS WANTED.

WANT grain position. Jack, Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER 6 yrs. experience wants position. References. Write Jasper, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as 2nd man of grain business. Best of references. Write B., Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER wants position with Farmers Elevtr. Co. References. Write More, Box 5, Grain Dealers Journal, Chicago, Ill.

MANAGER WANTS position with elvtr. or coal yard, 3 years' experience. Address Com., Box 12, Grain Dealers Journal, Chicago, Ill.

MANAGER with 12 years' experience who thoroughly understands the business, open for position. Write Baker, Box 3, Grain Dealers Journal, Chicago, Ill.

SUPERINTENDENT wants position in terminal elvtr., 20 yrs. in elvtr. Steam or gas plant. References. Write Aim, Box 5, Grain Dealers Journal, Chicago.

GRAIN BUYER—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Dak. J. R. Clough, Carlyle, S. Dak.

MANAGER wants position of Farmers Elevator. Experienced in handling grain. Employed now. Ref. and bond. Want change of location. Write T. C. C., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER wants position as Manager of Farmers Elevator in Minnesota, North Dakota or Montana; 12 yrs. experience; good references; or position as solicitor for good commission firm. Write H. E. L. Yale, S. Dak., Gen. Del.

MANAGER wants position with elvtr. Both city and country experience in buying and selling. Good habits and employed now as mgr. of a farmers elvtr. Desire change in location. Bond and references. Write L. L. J., Box 4, Grain Dealers Journal, Chicago, Ill.

TRAVELING SOLICITOR wants position with some good Com. Firm out of Chicago, Milwaukee, Kansas City or St. Louis. 3 yrs. experience. Good references. Have worked in Iowa, S. Dak. and Minn. Address Help, Box 1, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FOR SALE CHEAP—Three Fairbanks Morse engines; 1 20 H.P. \$315, one 25 H.P. \$365, and one 32 H.P. at \$415. Other sizes and styles also. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS

MOTORS FOR SALE.

75 H.P. General Electric A.C. 3 phase.
50 H.P. General Electric A.C. 3 phase.
25 H.P. Westinghouse A.C. 3 phase.
15 H.P. General Electric A.C. 3 phase.
10 H.P. General Electric A.C. 3 phase.
5 H.P. Kimble Electric A.C. 3 phase.
Send for prices. All motors guaranteed and sent on approval to responsible parties.
Northwestern Electric Company,
611-15 W. Adams St., Chicago, Ill.

HELP WANTED.

WANTED—Salesmen to handle Sudan grass seed as side line on Commission Basis. Address C. Ullery, Lubbock, Texas.

WANTED—Experienced man as agent to operate grain elevator and lumber yard. German preferred. State age, experience, salary expected in first letter. Independent Grain & Lumber Co., Mason City, Iowa.

MANAGER WANTED for Farmers Elvtr. in a Dakota town. Town of 300; good schools and railroad connections. State salary, experience; include references if you wish. Write Lain, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Several first-class grain buyers between 25 and 35 years of age for North Dakota and Montana stations. Must have had several years' line elevator experience, and such experience must have been gained in Minnesota, South Dakota or North Dakota. Good salaries paid and permanent positions offered to the right men. No one but first-class grain men need apply. Give references in first letter. Address Holt, Box 5, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One Standard, truss lever 200 bu. hopper scale; good condition, for \$25.00. W. D. Rapp & Son, Sabina, O.

FOR SALE — Second hand Fairbanks Hopper Scale, timbers complete. Inquire Edwards & Loomis Co., 345 N. Elizabeth St., Chicago, Ill.

I AVERY Auto. Scale. Cap. 1000 bu. hourly. 1 No. 5 Sandwich Cylinder Warehouse sheller on skids. Used 3 yrs. Write Rohlk & Goettsch, Donahue, Ia.

FOR SALE—2 Avery second hand automatic scales, cap. 1,000 bus. and 1,250 bus. per hr. Scales in good condition. Have been used only slightly. A bargain to the right party. W. V. Schermerhorn, 534 State Bank Bldg., Omaha, Neb.

MILLS FOR SALE.

A SNAP—Splendid little mill and feed business. 40 ft. trackage. Four Railroad town. \$1,000.00 gets it. Sights & Caldwell, Clinton, Okla.

50 BBL. flour mill in good town for sale. 2 R. R. Running every day; good business; built in 1913; 1st class order. Nordike & Marmon make. Wm. B. Baker, Box 182, Shirley, Ind., for particulars.

MACHINES WANTED.

WANTED used Cracked Corn and Milling Separators. 150 bu. capacity or more. Guaranteed. Write Hay, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Second hand 9x18 or 9x24 Single Allis Roller Mill, gear differential 1½ to 1. Plymouth Milling Co., Le Mars, Iowa.

WANTED — One Controllable Dump, either Savage & Love or Weller. 90 or 100 feet of 13 or 14 inch, 4 or 5 ply Gandy or Rubber Belting. 60 elevator cups, size either 12x6 or 13x6. W. D. Rapp & Son, Sabina, Ohio.

MACHINES FOR SALE.

FOR SALE—Richardson Improved three apron oat and wheat separator. Good order. Berry Bros. Mfg. Co., Hector, Minn.

FOR SALE—Complete line of second hand machinery for 200 bbl. flour mill. Bargain. Write J. H. Bonto, Cherokee, Okla., for particulars.

MACHINES FOR SALE.

FOR SALE—From dismantled elvtr., Barnard & Leas No. 3 Wheat Cleaner; Barnard & Leas No. 1 Corn Cleaner; 140 ft. 12-in. elevator belt and buckets, chain drive; complete line shafting and pulleys; Fairbanks 30,000 Hopper scales, wagon scales, office safe, etc.; 30 H.P. engine and boiler; cylinder corn sheller. E. Bosley, Skidmore, Mo.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr., etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

WE HAVE for sale at Richmond, Ill., freight allowed to any station within 100 miles, all in good 2nd hand condition:

5,000 ft. ½x6 Lap Siding.
1 36x10x2 3/16 Wood pulley.
1 24x12x2 3/16 Wood pulley.
2 48x10x2 3/16 Wood pulley.
1 40x10x2 3/16 Wood pulley.
1 No. 23 Western Sheller.
1 Set Savage & Love Dump Irons.
1 300 bushel Hopper Scale.
1 Rolling Screen Cleaner.
1 Steel Boot Tank 8x8x3 ft.
108 ft. 10-in. 5-ply Rubber Belt.
24 ft. 10-in. 5-ply Rubber Belt.
20 ft. 8-in. 5-ply Rubber Belt.

Write us for prices. Burrell Eng. & Constr. Co., Webster Bldg., Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

AGENTS WANTED.

AGENTS WANTED—Sanozone Chemical Co. Board of Trade Bldg., Kansas City, Mo.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED Mammoth Clover Seed true to name. Mail samples. Quote lowest prices to Walter G. Trumpler, Tiffin, O.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

SCREENINGS WANTED.

WANTED — Corn, Oat and Wheat screenings. Colonial Cereal Co., Norfolk, Va.

KAFFIR CORN
MILO MAIZE GRAIN
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KANSAS CITY, MO.

Western Seed & Irrigation Co.

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Specialties:

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NORTH MANCHESTER, INDIANA

HOME GROWN TIMOTHY
SEED FOR SALE

PURITY 99½%. GERMINATION 99%
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Medium, Alsike,
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Grasses, etc.



Mail Samples. Ask for Prices.

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Milwaukee, Wis.

GRAIN WANTED.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

FEEDSTUFFS.

FEED COST LOWERED. Use Owl Brand Cotton Seed Meal. Animals need protein. Our booklet "Science of Feeding" free. F. W. Brode & Co., Memphis, Tenn.

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MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEEDS FOR SALE.

GERMAN MILLET of excellent quality for sale. E. G. Lewis, Media, Ill.

FOR SALE—Lespedeza Clover. Write J. Steckler Seed Co., New Orleans, La.

ALFALFA SEED & PRIZE SEED CORN. Aye Bros., Blair, Nebraska, seed corn center of the world.

FOR SALE—Lespedeza (or Japan Clover), Cow Peas, all varieties. Wm. B. Bloomfield, New Orleans, La.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

SQUARE DEAL SEED CORN—sold for us by 25 elevators and dealers in 1914. Originated in Neb., 1897. 10 days given to test. Monnich & Sons, Hooper, Neb.

SEED TESTING

Purity and Germination Tests of
Field and Garden Seeds

RAPID SERVICE ACCURATE RESULTS

The Commercial Seed Laboratory
J. E. Benedict, Jr., Director

945 Pennsylvania Ave., N.W., Washington, D. C.

RUDY-PATRICK SEED CO.

ALFALFA, MILLET AND CANE

KANSAS CITY

MISSOURI

A SEED DEPARTMENT

Will add to your profits.

KELWAYS LANGPORT, ENGLAND

grow and sell seeds of all kinds—but one quality only—THE BEST.

Write to the actual Wholesale Growers for prices and illustrated catalogue. Buy well ahead to secure lowest prices. WRITE TODAY

THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

Some Facts About
Sacked Grain

When you buy grain sacked you have no shortages. It is put up in even weight sacks, any size desired. Your orders can often be filled direct from car, thereby avoiding extra handling.

We make a specialty of sacked grain, which we furnish at 1/2c per bushel over cost of bulk plus cost of sacks, or will put up in buyer's sacks if desired. Sacks may be returned and credit will be given at price charged, provided they are returned freight prepaid.

We solicit your orders.

Fostoria Grain Company

FOSTORIA, OHIO

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Kansas Dry Land Alfalfa Seed and High Grade Seed Corn. Geo. T. Fielding & Sons, Manhattan, Kan.

GERMAN MILLET is our specialty. Can supply you with carlots or less. Samples on request. D. H. Clark, Galt, Mo.

SHELLED MAIZE & CANE SEED for sale. Write Huggins Grain & Coal Company, Paducah, Texas.

WE HAVE considerable orange cane seed for sale. New crops; ask for prices. Fairchild Bros. Endicott, Neb.

RED CLOVER seed and Cow Peas for sale. Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—Recleaned, bright seed, timothy, millet and clover. Best ever raised in Iowa. Samples and prices sent. Ochsner & Weber, Ft. Madison, Iowa.

FOR SALE—thoroughbred Blue Grass Seed grown on the best farms in the heart of the Blue Grass region of Kentucky. Write for prices. Elmendorf Coal & Feed Co., Lexington, Ky.

BROOM CORN SEED—I have about 100 bags fancy quality improved evergreen broom corn seed; best I have ever raised. Ask for samples. C. W. Harris, Seed Grower, Matoon, Ill.

SEEDS FOR SALE.

FOR SALE—Timothy, Alsike, Hungarian Seed and Medium Clover Seed. Write Walter Trumpler, Tiffin, Ohio.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

MONTANA ALFALFA in bag or carlots. STATE NURSERY CO., Helena, Montana.

SWEET CLOVER SEED—White and large biennial yellow. Samples and prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn. Headquarters for Southern Cow peas and Soy beans. Write us for prices.

SUDAN GRASS—Reliable Seed. Wholesale quantities. Advise quantity you can use for immediate delivery. Can fill straight car orders uniform seed. C. Ulery, Lubbock, Texas.

WE ARE prepared to book your orders for the following seeds: Alfalfa, Cane, White or Yellow Maize, Kafir, Feterita, German Golden Siberian Hog Millets. In carload lots or mixed cars. We live in the heart of the district where the above seeds grow. Sample sent on request. L. A. Jordan Seed Co., Winona, Kan.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

WE BUY

WE SELL

CLOVER AND TIMOTHY SEEDS
GET IN TOUCH WITH US
CRABBS REYNOLDS TAYLOR CO.
CRAWFORDSVILLE, IND.

Red Clover White Clover Alfalfa

IMMEDIATE SHIPMENT

LOEWITH LARSEN & CO., NEW YORK



New Chicago Headquarters
of

The Albert Dickinson Company

Directory Grass Seed-Trade

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Manglesdorf Bros. Co., The, Wholesale Seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Kansas City Seed & Gr. Co., grain and seeds.
Missouri Seed Co., Who. exp. and imp.
Peppard Seed Co., J. G., grass and fld. seeds.
Rudy-Patrick Seed Co., Wholesale Seeds.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Teweles & Co., L., grass and field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who., exp. & imp.

Radwaner, I. L., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

ST. JOSEPH, MO.

Mitchellbill Bros., grass and field seeds.

ST. LOUIS, MO.

Prunty, Chas. E., field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

COWPEAS

All varieties, any quantity.

Write for samples and prices.

Geo. B. Matthews & Sons

412-430 So. Front St.

New Orleans, La.

SOUTHWORTH & CO.

GRAINS

SEEDS

PROVISIONS

36-37 Produce Exchange Building
TOLEDO - - - OHIO

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

MODERN FIRE fighting appliances practically pay for themselves in reduced cost of insurance.

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

Profiting by Experience.

Every child and some men profit by their own experiences, while others find it difficult to do so. Many elevators have been burned as the result of tolerating fire hazards long known to exist, hence it is not to be expected that every grain dealer will always be alert for opportunities to profit by the experiences of others, notwithstanding he knows those experiences were very costly in each case.

If every grain elevator owner conscientiously made a study of the many practical recommendations of those who have specialized in the fire hazards of grain elevators, then would it be reasonable to expect a reduction of over 50% in the fire losses of grain elevators, and a similar reduction in the cost of fire insurance to owners of property acceptable to the mutual companies making a specialty of this line.

It is indeed pleasing to give space to the many practical suggestions from grain elevator builders and supply men, for they are in a most advantageous position to help the inexperienced, who give little thought or consideration to fire hazards until they are asked to pay for their insurance policies. Then they gasp and swear. The practical suggestions presented in this number of the Journal merit the most careful consideration by every owner and prospective owner of an elevator. The credits and charges levied by the leading mutual insurance companies in determining an equitable rate show them to be very willing to reduce the cost of insurance to the elevator owner the minute he reduces the known fire hazards.

However, the reduction in the cost of insurance is not the only advantage which accrues to the elevator owner as the re-

sult of his reduction of the hazards of his plant. The danger of fire is ever present in all grain elevators, but the more vigilant the owner has been in reducing those dangers, the safer is his business from interruption by fire. He does not retire at night wondering if his insurance policies would be paid were his plant to burn. He is so sure that fire will not visit his elevator that he seldom worries about fire or the responsibility of insurance companies.

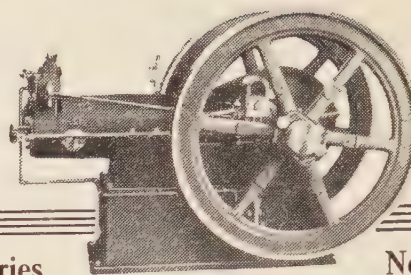
Valued contributors have condensed the experiences of thousands in short paragraphs and others have expressed their convictions regarding common hazards which they have gained thru years of experience. The information contained in this number can be made of great benefit to the entire trade, if the dealers will but read closely and act on the many helpful suggestions presented. The burnt child avoids the fire. It remains for the grain dealers to read what has caused many grain elevator fires and then strive to prevent fires being started from the same causes in their own plants.

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5½ x 8½ inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.



No Batteries

No Cranking

No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the
GRAIN DEALERS JOURNAL, OF CHICAGO

GENUINE CRUDE AND FUEL OIL ENGINES

Operates successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 20 First St.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

SCALE TICKET COPYING BOOK

Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½ x 11 inches. Printed on good paper. Order Form No. 73

PRICE \$1.00

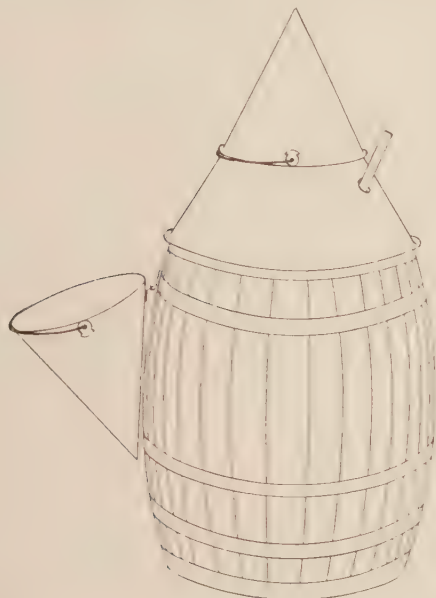
GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

A Dependable Fire Extinguisher Found in Calcium Chloride.

If salt can be added to water its efficiency as a fire extinguisher is greatly increased. But salt will corrode, eat into or rust tanks and galvanized iron fire buckets; in the winter, when most needed, it will freeze at zero temperature.

As salt, however, is an ideal fire extinguisher under favorable conditions the grain trade and others interested cast about for a substitute having all of its chemical qualities without the objectionable features. Calcium chloride has been found to meet every demand made upon



Design of fire receptacle especially adapted to holding calcium chloride solution.

it in this respect and shows the added quality of keeping the solution free from ice so long as the temperature is not lower than 54 degrees below zero, Fahrenheit. It can therefore be used thruout all sections of the United States and Canada with the assurance that when needed the fire barrels, buckets, and the solution itself, will be ready for service, regardless of temperature.

Other advantages are also noted in calcium chloride. Where a salt solution will evaporate until nothing remains in the receptacle except pure salt crystals, this chemical always remains in solution and does not evaporate. Neither is any precipitation noted, as is the case with salt when in solution. But the calcium chloride must be kept in steel or galvanized iron barrels or tanks, as it shows a tendency to shrink wooden receptacles, causing leakage.

The elevator in which is operated a system of sprinklers is also interested in the functions of calcium chloride. It is just as essential that the sprinkler water be kept from freezing as it is to keep the fire barrels and buckets free from ice. Ordinary salt will prevent this ice formation until the temperature drops to zero, but then, as with the fire barrels, ice will appear with the added danger of bursting the pipes. The remedy is found in calcium chloride.

Even tho the sprinkler system did not burst from freezing of the solution its life would be of short duration were salt constantly used. The mineral would rust and corrode the pipes and valves, both inside and out, and would clog the interior with its precipitation until it was impossible to force water thru the system. Here

also the use of the newer chemical offers a remedy.

A calcium chloride solution always remains at the same strength and constant agitation is unnecessary. The only way to reduce the solution to crystal or solid form is to boil off the moisture. It is also used very extensively for cooling gasoline engine cylinders.

With its many excellent qualities it is now extensively used for the purposes outlined. Country elevator operators in fact have been in such haste to add the mineral to their "fire water" that on many occasions they have not hesitated long enough to make inquiries concerning price. These men, in many instances fell easy victims to the preying small town chemist, and complaints have recently reached the Journal that as high as \$30 has been paid for enough of the product to make one barrel of solution.

This is just about 30 times too high. Elmer R. Murphey, who is better versed perhaps on calcium chloride matters than any one in the country, made the statement recently that it can be sold at a profit at 1c per lb. in quantities, while in smaller lots the price should not exceed 3c. Less than 4 lbs. to the gallon of water is all that is required, proving that tho far superior in every particular to ordinary salt its cost is even less.

A very serviceable receptacle for holding the calcium chloride solution is shown in the barrel illustrated herewith. The outfit is made of galvanized iron and has a lid which is proof even against the fine grain dust which prevails about all elevators. The buckets are funnel shaped to insure their being on hand should occasion arise for their use. A bucket without a flat bottom can not be left standing in an out of the way corner, but must be placed and kept in position, where it fits snugly.

Convention Program of Western Grain Dealers Ass'n.

The annual convention of the Western Grain Dealers Ass'n will be held at the Hotel Fontenelle, Omaha, Neb., April 16 and 17, and one of the largest meetings ever held by the ass'n is expected.

Besides the addresses and papers on subjects of interest to the grain trade an automobile ride, banquet and cabaret show have been provided by members of the Omaha Grain Exchange. The complete program is as follows:

April 16, 10:30 A. M.
Informal reception to visiting dealers on floor of Omaha Grain Exchange.

April 16, 1:30 P. M.
Address of Welcome—F. S. Cowgill, Pres., Omaha Grain Exchange.

Pres. Address—F. D. Milligan, Jefferson, Ia.

Sec'y's Report—Geo. A. Wells, Des Moines, Ia.

Appointment of Com'tes.

Grain Dealers Nat'l Ass'n—Pres. Lee G. Metcalf, Illiopolis, Ill.

Public Warehouse Legislation — E. P. Smith, Director, Omaha Grain Exchange.

April 16, 5:00 P. M.
Automobile ride in charge of J. H. Wright, Jr.

April 16, 7:30 P. M.
Banquet and cabaret, Hotel Fontenelle.

April 17, 10:00 A. M.

General Discussion:

Cost of operating a country elevator.
Should carriers pay claims for loss in transit based on shippers' weights when there is no bad order condition of car in evidence?

Preparing and repairing cars for grain loading.

What constitutes good shipping weights?

What constitutes good destination weights?

Should the shipper issue a weight certificate to the carrier with billing?

At what point does title to ownership pass from the country shipper to the buyer in terminal market delivery of grain?

Re-inspection rules of terminal markets.

Delayed unloading at terminal markets.

Reports of com'tes.

Election of officers.

Adjournment.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

Modern Methods

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

G-E Motors

Reduce Fire Risk

The old steam equipped Connecting Terminal Grain Elevator, at Buffalo, N. Y., was burned to the ground last spring.

In rebuilding, this company equipped their elevator throughout with electricity, using G-E material. The absence of fire hazard is a big consideration in favor of electrification.

Steam engines and boilers, as a source of power, constitute a fire hazard that cannot be avoided. Line shafts and belts passing through floors add to the risk due to possible overheated lineshaft bearings and the rubbing of belts on the edges of partitions.

All these risks can be eliminated by installing G-E individual motor drive in your elevator.

Send for Bulletin No. 4976—"Electric Motor Drive in Grain Elevators and Flour Mills."



General Electric Company

Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boston, Mass.
Buffalo, N. Y.
Butte, Mont.
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio

Cleveland, Ohio
Columbus, Ohio
Dayton, Ohio
Denver, Colo.
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General Office: Schenectady, N. Y.
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New Haven, Conn.
New Orleans, La.
New York, N. Y.
Niagara Falls, N. Y.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Providence, R. I.
Richmond, Va.
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For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.)—Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

Motor Agencies in All Large Towns and Cities.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MARCH 25, 1915

ALL FIRES ARE PREVENTABLE, and you are hereby appointed chairman of the Fire Prevention Committee. Please report what you are doing.

A FIRE PREVENTION army is now being enlisted for a general charge on Fort Carelessness and other forts of the destructive Hazard line. If you wish for smaller fire losses and lower insurance rates study this number and join the army.

"WE ARE ruined financially. Don't know what to do," writes a dealer whose plant was in such wretched condition that he could not get half the insurance needed. A plant so hazardous that the insurance companies will not underwrite the dealer's fire loss, must surely be in a deplorable condition, but who's to blame?

LOADING CARS with grain of uniform quality is not always easy, unless the entire load is run over a cleaner and given a good blowing before it is sent to car. The cost of such a cleaning is so small and the increased value of the grain so large that no shipper can afford not to make this his common practice, and thereby increase the returns from his shipments. Occasionally it is possible to mix in a lot of dirt, chaff and screenings, so that the inspector will not discover it, but such tricks so often earn a heavy discount, it is not profitable to indulge in them.

FARMERS ARE cleaning out their bins of odd lots of wheat and bringing in much dirt and chaff, with the expectation that the grain dealer will be glad to accept it at top market prices. The only way such grain can be handled profitably is to buy it right, clean and mix it thoroughly before shipment. Then the shipper may be able to come out even.

THE AVARICIOUS DEMANDS of the railroads are becoming bolder and are being made with more impudence each week. March 23 the Interstate Commerce Com'n was asked for permission to further increase the rate on grain for export from Chicago to New York, this in addition to the recently granted 5 per cent. Unless the brakes are applied by the Com'n at this time the momentum given the railroads by the granting of recent demands will soon carry the rate proposition beyond human control.

STORING GRAIN which was shipped out is credited with having forced several Nebraska companies into bankruptcy, and with crippling many others in the Southwest. It would seem but natural that grain elevator operators, after such expensive experiences in granting free storage, should promptly refuse to accept any more grain for storage. It seems certain that the practice has cost the grain dealers of Nebraska and Kansas more in handling the last crop than they could possibly make from the practice were they to live 150 years.

PEACE IS NOT yet in sight, and the prevailing sentiment abroad seems to be that it will not come in time for the belligerents to increase the grain acreage this year. Our winter wheat acreage is very large and our spring wheat acreage will no doubt be larger than ever before. Canada will also make an extra effort to plant a larger acreage, but even if both countries should have a good crop, so many nations are engaged in battle that producers are already assured of a ready market for all grain and at profitable prices.

THE COST of fighting fires, caused by negligence or evasion of building laws in New York City, is now assessed against the property owner, the chief of the fire department of that city having placed a lien of \$1,500 on property to cover the cost of fighting a fire which was started in a building where the owner had ignored the orders of the fire department. The owner sued for relief from the lien but the Supreme Court affirmed the assessment. This is an advanced regulation, but designed to make each property owner co-operate more promptly in the elimination of fire hazards. If the property owner is responsible to the fire department for the cost of fighting fires due to his carelessness, then he must also be held liable to owners of adjacent property damaged by the same fire.

"THE HESSIANS are upon us" is the latest cry of the Crop Killers' Union, in fact some of the more active members of the Union have actually captured some live Hessian flies and sent them in as proof positive that the entire wheat crop will shortly be destroyed, if the voracious attack of the invading Hessians is not quickly repulsed.

THE WOODEN shingle roof adds more to the cost of insurance on a grain elevator and its contents than a good iron roof adds to the cost of the building. In other words, an iron roof soon pays for itself by the reduction effected in the cost of insurance, and the cost of its up-keep and renewal is no more than the cost of repairing a wooden shingle roof. In other words, it is so much cheaper in the long run that none can afford to put on the wooden substitute.

COUNTY AGENTS are all right, so long as they confine their efforts in assisting the farmer to better agriculture, but the minute they depart from that channel of effort and strive to interest the farmer in collective buying or selling, they work an injustice to many interests in the state which contribute to their support. The local druggist works on a wider margin of profit than any dealer in necessities, yet we do not hear of the farmer attempting to establish co-operative drug stores, co-operative saloons or millinery shops, but why not?

SCREENS over dumps could well be adopted by grain elevator operators as a guard against fire starting from friction thru large objects lodging in the elevating machinery. At Brookston, Ind., an ax went with a load of grain into the dump and set fire to the elevator head. At all elevators unloading cars the dump sink is completely covered by a heavy grating which serves as an extension of the floor; and this practice of the large terminal elevators could be copied to the advantage of the smaller country houses. In the country elevator the opening is smaller and it would not be necessary to make the screen heavy enough to walk upon, making the expense of installation negligible.

MISSOURI POLITICIANS seem determined to force their services as inspectors and weighmen upon the grain trade, whether the grain trade wants it or not. When the office holders exceed one-half the voting population, the politicians may refrain from the establishment of any more inspection or public service departments, because it will be necessary to have producers who can pay taxes enough to meet the pay roll of the government officials. Some people have labored under the impression that there would never be any limit to the demands of the politicians for places, but when the taxpayers give out, then the politicians will cease making places, because there will be no pap to distribute.

Fire Prevention.

In this number of the Journal will be found more helpful suggestions for the elevator owner who desires to prevent fires in his plant than in any previous number. Every grain dealer recognizes that it is much safer and much more desirable to prevent fires than it is to permit them to get a start and then save the buildings by the timely use of fire extinguishing apparatus. The mutual insurance companies specializing in grain elevators and their contents give much more generous credits for construction and equipment designed to prevent the occurrence of fires than they do for the installation of fire fighting apparatus. Each improvement made by the mutual policyholder, which actually reduces the opportunity for fire, not only reduces the cost of insurance to himself, but also to his fellow policyholders.

The common interests of all elevator owners who are insured in mutual companies, demand that every elevator owner take greater precaution to prevent fires occurring in his plant. Each fire that could have been prevented helps to swell the cost of insurance on every other elevator. It is believed by all who have given the subject any study, that enough of these fires can be prevented to reduce the cost of insurance in the mutual companies more than 50%.

Grain dealers who will build new elevators or overhaul old ones, owe it to themselves and their fellow policyholders to profit by the experience of those who have had fires and avoid creating conditions which are known to foster fires. In striving to prevent fires in his own elevator, each policyholder sets a good example for his brother dealers and helps others to do likewise.

Causes of Elevator Fires.

Statistical information regarding elevator fires and their causes indicates that the percentage of fires arising from a given cause remains the same as 10 years ago, tho the number has shown tremendous increases.

In 1907 the Millers National Insurance Co. issued a pamphlet giving this information on 350 elevator fire losses during the years 1897 to 1906, inclusive. Tabulated this information is as follows:

| CAUSES 1897-1906. | | |
|-------------------|--|-----------|
| Number. | | Per cent. |
| 137 | Unknown | 39.13 |
| 72 | Lightning | 20.55 |
| 31 | Exposure | 8.85 |
| 21 | Sparks from locomotive | 6.00 |
| 17 | Incendiary | 4.85 |
| 12 | Overheated stove | 3.43 |
| 10 | Hot box | 2.86 |
| 7 | Friction in elevator head or boot | 2.00 |
| 6 | Friction | 1.70 |
| 5 | Sparks from stack | 1.42 |
| 4 | Stack burning out | 1.13 |
| 4 | Spontaneous combustion | 1.13 |
| 3 | Explosion of gasoline | .88 |
| 3 | Overheated stack | .88 |
| 2 | Tramps smoking or building fires | .57 |
| 2 | Smoking | .57 |
| 2 | Railroad wreck near elevator | .57 |
| 2 | Overheated exhaust pipe, gasoline engine | .57 |
| 1 | Corn cleaner | .29 |
| 1 | Defective boiler setting | .29 |
| 1 | Sparks from cob pit | .29 |
| 1 | Leaking gasoline | .29 |
| 1 | Hot cinders | .29 |
| 1 | Defective chimney | .29 |
| 1 | Explosion of dust | .29 |
| 1 | Defective elec. wiring | .29 |
| 1 | Overheated pipes in grain dryer | .29 |
| 1 | Thinner's fire pot | .29 |
| 350 | | 100.00 |

CAUSES OF FIRES FOR 12 YEARS.

The experience of the Grain Dealers Nat'l Fire Ins. Co., which has paid 538 fire losses on grain elevators, is as follows:

| CAUSES OF FIRES FOR TWELVE YEARS. | | | |
|---|-----|-----------|--------------|
| | No. | Per cent. | Loss paid. |
| Locomotive sparks... | 80 | 14.87 | \$141,287.60 |
| Lightning | 152 | 28.25 | 71,002.91 |
| Friction | 59 | 10.97 | 135,927.54 |
| Origin in power and cob house | 38 | 7.06 | 93,330.36 |
| Outside exposure | 59 | 10.97 | 61,976.62 |
| Supposed incendiary | 13 | 2.42 | 43,217.83 |
| Unknown | 61 | 11.34 | 171,583.19 |
| Spontaneous combustion | 25 | 4.65 | 65,333.57 |
| Tramps | 9 | 1.67 | 22,458.89 |
| Exhaust pipe | 5 | .93 | 4,603.42 |
| Leaky supply pipe | 5 | .93 | 34.85 |
| Defective wiring | 2 | .37 | 5,507.27 |
| Overheated stove, defective chimney and pipes | 13 | 2.41 | 22,818.05 |
| Miscellaneous (less than 1% each) | 17 | 3.16 | 19,687.57 |
| Totals | 538 | 100.00 | \$859,769.67 |

CAUSES OF FIRES FOR FOUR YEARS.

During the years 1910, 1911, 1912 and 1913 ten mutual fire insurance companies, making a specialty of grain elevators and their contents, paid losses on 374 elevators. The causes of these fires were as follows:

| No. | Fires. Cause. | Amount. |
|-----|------------------------|----------------|
| 116 | Unknown | \$ 464,666.61 |
| 92 | Railroad hazard | 345,662.71 |
| 29 | Hot box | 234,366.82 |
| 22 | Incendiary | 135,316.59 |
| 5 | Electric hazard | 72,103.34 |
| 9 | Spontaneous comb. | 36,808.51 |
| 21 | Elvtr. head or boot | 156,855.59 |
| 144 | Lightning | 176,716.00 |
| 53 | Exposure | 75,291.97 |
| 8 | Boiler rm. hazard | 65,827.18 |
| 3 | Wheat clean. mchy. | 5,887.01 |
| 26 | Office stoves | 80,700.43 |
| 11 | Tramps | 84,204.26 |
| 6 | Cob house | 35,261.72 |
| 12 | Smoking | 30,798.87 |
| 6 | Matches | 25,194 |
| 9 | Exhaust pipe hazard | 25,489.02 |
| 2 | Mchy. friction | 9,676.37 |
| 1 | Defective chimney | 37.04 |
| 5 | Spont. comb. (coal) | 7,553.43 |
| 1 | Foreign subs. in mchy. | 7,296.84 |
| 9 | Gas engine hazard | 6,029.88 |
| 1 | Emery wheel sparks | 3,414.80 |
| 1 | Meteor | 2,656.17 |
| 5 | Shaft thru bin | 599.18 |
| 1 | Steamboat sparks | 517.48 |
| 1 | Fireworks | 237.19 |
| 2 | Burning rubbish | 52.84 |
| 374 | Total losses | \$2,065,575.99 |

THE WRECKING of grain elevators by derailed freight trains is occurring with increasing frequency, and sad to relate, few railroads are disposed to reimburse the elevator owner for the damage done, or to assist in its repair, unless, perchance it happened to have been built on the owner's own ground. Then the claim agent of the railroad is overly solicitous and accommodating. The elevator at Shelby, Neb., which was pushed off its foundation last week and completely wrecked, is the fifth elevator which has met with a similar fate this year. The disaster is becoming common enough to warrant elevator owners insuring against it. The Kansas Supreme Court recently reversed the decision of a lower court, which had granted the Griffith Grain Co. a judgment of \$1,150 against the St. J. & G. I. R. R., for damaging its elevator with a switch engine. It is reasonable to presume that if the grain company finally succeeds in collecting damages, its expenses and loss of time will more than offset any judgment obtained.

The Cummins Amendment.

The Cummins Amendment to the Interstate Commerce Act, which was passed during the closing hours of the last Congress, as a rider to an appropriation bill, is causing wonder, even to its authors, as the effect of its different provisions are coming to be realized. The bill was published on page 332 of the Journal for March 10. Among other things, it prohibits a common carrier from limiting its liability under any conditions whatsoever. This will result in an increase of 10 per cent in the freight rates on most articles, effective June 3.

Hereafter shippers will be required, on demand of carriers, to specifically state in writing the value of each shipment, and in case they desire to file a claim in connection with that shipment, their claim cannot, under any circumstances, exceed the amount given in the written valuation. That means that henceforth grain shippers can collect only the value of grain at point of origin. It will not matter what shipper's liability is at point of destination, because of loss or destruction of the grain, the carrier will be liable for its value only at point of shipment.

Then, too, the carrier is given the right to make new rates, based on the actual value of the article transported, so that if any of the railroads should be greedy enough to desire more than the recent 5 per cent increase, plus the 10 per cent increase secured by this act, then they will be permitted to make other advances, based on the actual value of the commodity. If they change their rate on wheat as fast as its market value changes, the freight officials will keep busy.

Senator Cummins is supposed to represent a great grain growing state, but judging from the provisions of the bill, he has a very kindly interest in the poor, down-trodden railroads. Shippers who have been protesting most vehemently against that clause in the present B/L, which requires the filing of claims within four months, will be chagrined to learn that the beloved senator has been instrumental in the enactment of a new law, which provides for filing of notice of intention to file a claim within 90 days, and for the actual filing of a claim within a period of four months. Shippers are debarred from filing claims thereafter.

Inasmuch as the law specifically prohibits common carriers from limiting their liability under any conditions whatsoever, it seems very likely that they will take quick advantage of that section of the law which permits them to make higher rates.

A conference between the Interstate Commerce Commission and the railroads will be held in Washington April 10, and no doubt some shippers will be on hand to learn what can and cannot be done, and in a gentle manner meekly to protest against any further increase in rates, or embarrassing regulations. It is indeed fortunate for the country that the law makers have been given a vacation. If they had continued much longer at their work, they would soon have no business left to regulate.

The Hazards of the Elevator Head.

The conviction that most of the fires originating within the elevator, and now credited to "unknown" causes, are due to friction in the head, is rapidly gaining supporters among the students of fire hazards common to the grain elevator. The growing tendency in all sections of the country seems to favor higher elevators. That means longer legs and a heavier weight on the head pulley. Then too, the elevator man's desire for a rapid handling leg, forces the builder to use larger cups and larger belt, forcing a still greater load upon the head pulley.

The mutual insurance companies making a specialty of grain elevators and their contents, long since recognized the head pulley as one of the prolific causes of fires, and all of these companies have long since banished the wood pulley from the elevator heads of plants which they will insure. But the elimination of the wood pulley has not remedied all the troubles of the elevator head, as is clearly evidenced by the causes credited with fires in grain elevators. The statistics of the Millers National Ins. Co., covering the years 1897 to 1906, inclusive, show that of the 350 losses on grain elevators paid for by this company, 137 fires were credited to "unknown" causes and only 7 were admitted to be due to friction in the elevator head or boot. That friction in the boot is somewhat of a joke, because the boot pulley is in reality an idler, as is pointed out elsewhere in this number by Mr. Thos. F. Hall, who has given years of careful study to the problems of the elevator leg, and is recognized as the leading authority on this subject.

The statistics of the Grain Dealers Fire Ins. Co., which covers an experience of twelve years, shows that of its 538 losses during those years, 59 were credited to friction and 61 to "unknown" causes.

During the years 1910-11-12 and 13, ten of the mutual companies specializing in flour mills and grain elevators paid losses on 374 elevators. Of these fires 116 were credited to "unknown" causes, and 21 were credited to elevator head or boot. The total losses paid on elevators during these four years by these ten companies, aggregated \$2,565,000; the losses paid on elevators for fires credited to "unknown" causes amounted to \$465,000. The experience of the Millers National and of the ten mutual companies show that over one-third of the fires are due to "unknown" causes, and most of these fires start within the building.

As is pointed out by one contributor to this number, the elevator man who tries to economize by using a couple of sizes smaller head pulley than the builder recommended, invariably does so at his own great hazard. Increasing the pull of the head pulley thru the use of wood or rubber lagging, seems to be a very dangerous makeshift. It would be much

better for the elevator owner if the builder insisted upon installing an oversized head pulley, instead of permitting the substitution of a small one. The frictional load of the head pulley does not seem to have been given the careful consideration to which it is fully entitled. The head pulley carries not only the weight of the belt and the buckets, which is enormous, but also the grain, which it is pulling up. Any elevator head pulley which carries all this weight day in and day out must be firmly keyed to a large journal, well supported in wide, well oiled boxes and should be frequently inspected to make sure it is running true.

If the head pulley is not kept running true, both it, the belt and the buckets are very likely to rub the casing and start a fire. It will not run true, however, if the leg casing is not properly telescoped, so that the settling of the house will not throw it out of alignment. Using a head pulley with a flange might have a tendency to keep the belt in the middle of the pulley, but it could not keep the pulley running true, and where a careless belt lacer had formed a crooked joint, the belt might climb up on the flange, extend over the edge and rub the casing, all of which is extremely bad for the belt, and likely to cause a fire.

While it is not known the exact number of fires which are caused by the operation of an imperfect leg equipment, still it is certain that a large enough number of fires are due to this cause to justify every elevator owner's giving careful scrutiny to the legs of his house at frequent intervals, and if he finds the boxes of the head pulley journals are frequently hot, then it is clear that the equipment is entirely too small for the work he is forcing upon it or it is not running true.

MONTANA'S new grain inspection and warehouse law has been carefully drawn to give the state complete control of the grain trade. The care has been expended to make sure the collection of fees, without corresponding effort to perform any service that may be desired by the public. At any city and at any country station where grain is hauled to the elevator or car by wagon the state may levy a tax of not to exceed 25 cents per wagon load, or \$1 per car load. It is optional with the State Grain Inspector whether or not to establish inspection at any place, but it is compulsory on the owners of the grain to pay the tax, if the Inspector chooses to establish inspection at that place. The grain dealers and farmers of one town and community who are taxed for inspection have no power to force the state inspector to levy a similar tax on their competitors. To protect the farmers and grain shippers from fee grabbing officials the law should be amended to make inspection optional with the owner of the grain. In this Montana can profit by the experience of Kansas, where the courts and the Legislature have so thoroly threshed out this question that the Legislature finally voted to make inspection optional. The classifying of grain into grades was originally designed to facilitate trade; not for the purpose of rewarding party spoilsmen.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. I. & P. 55097 loaded with barley was derailed, wrecked and transferred, Mar. 8, between Ocheydan and Harris, Ia.—C. N. Ogden, rep. Lowell Hoyt & Co., Sheldon, Ia.

C. R. I. & P. 28309 had drawbar pulled at Herington, Kan., Feb. 25. Yellow corn was scattered along track for ½ mile; section men swept up. Car was transferred to C. R. I. & P. 34870 on Feb. 26.—S. J. G.

C. N. R. 72140 passed thru Hawthorne, Sask., Feb. 20, leaking wheat.—N. W. F.

S. T. 124596, or number similar to this, passed thru Miami, Okla., Jan. 30, leaking wheat badly at doorpost. Car was moving southward rapidly.—N. F. Wright, mgr. Miami Flour & Feed Co.

A. T. & S. F. 124953 passed thru Afton, Okla., Jan. 29, leaking wheat at end.—Oliver Hanshaw, agt. Lipscomb Grain & Seed Co.

A. T. & S. F. 35227 passed thru Afton, Okla., Jan. 28, loaded with oats with seal broken and door open; snow had blown in car and looked like some oats had been stolen.—Oliver Hanshaw, agt. Lipscomb Grain & Seed Co.

N. P. 32299 passed thru Cleveland, N. D., Jan. 24, leaking wheat badly at both ends over drawbar. Did not have time to repair.—M. N. Pratt, agt. Occident Elvtr. Co.

G. N. 207151 passed thru Preston sta. (Blanchford p. o.), N. D., Jan. 22, leaking wheat at end and corner. Did not have time to repair.—F. E. Cormack, agt. St. Anthony & Dakota Elvtr. Co.

Coming Conventions.

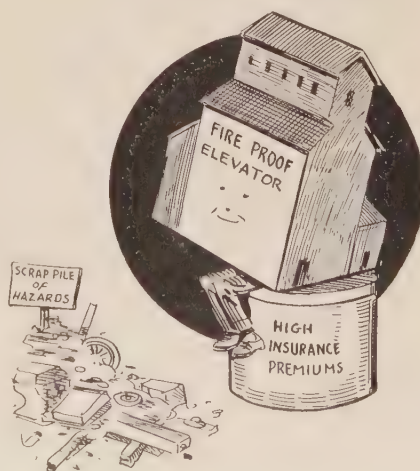
April 16-17.—Western Grain Dealers Ass'n at Omaha, Neb.

May 12-13.—Illinois Grain Dealers Ass'n at Champaign, Ill.

May 24-25.—(Tentative dates) Texas Grain Dealers Ass'n at Galveston, Tex.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.



The Only Thing which Can Hold Down the Lid.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Overloading Cars.

Grain Dealers Journal: The practice of overloading cars, especially old cars, is a bad one, both for the shipper and the railroad.

We have just unloaded a car of corn from Illinois that was short several thousand pounds, due to the fact that 85,000 lbs. had been put into an old 80,000-lb. capacity car and the doorpost, which was partly decayed, burst out at the bottom.

The shipper is annoyed in getting reimbursed and the railroad is out more than the freight collected on this shipment. There is too much of this and some of the roads encourage it, too. It is better to furnish more cars or stronger ones.—Henry A. Klyce Co., Memphis, Tenn.

Inspection Not Optional in Kansas.

Grain Dealers Journal: I believe a close study of the new Kansas state grain inspection law will show that only in isolated cases is the inspection optional. Bear in mind that all elevators where grain is stored for a consideration are public elevators, and there the grain must be inspected in and out and weighed by an official of the Kansas Inspection Department.

The law was particularly made to affect grain inspected in Kansas City, Kan., the Kansas Inspection Department taking it for granted that they have authority to make inspections and deliver the samples to the Kansas City Board of Trade and assume that upon the Kansas inspection the grain will be sold to go perhaps to an elevator over the Kansas line where another inspection is made. We might assume that upon this Missouri inspection a settlement would be made as the sale was made in Missouri, so in the end we will be paying for two inspections.

Another case, if the car arrives in Kansas City, Mo., via the Burlington, whose yards are in Kansas City, Mo., it is inspected there and sold perhaps to go to an elevator in Kansas. According to the new laws, it must be inspected into this elevator, the shipper again paying for two inspections.

It seems to me if there are any good features in the inspection measure which Mr. Ross has forced through the legislature, the evils more than take into account any saving his measure brings to the shipper. The effect of the law will, of course, depend on just how rigidly it is enforced as well as how it is interpreted. Should the shipper mark his B/L, "Kansas inspection not desired," and could he arrange for the Board of Trade Inspection Department to inspect this car without being criminally liable and this car was sold to go into a Kansas elevator, whether he wishes it or not, it must then be inspected by the Kansas Inspection Department so that it seems to me that the Kansas shipper is stung again and he must take into consideration in doing business that another 65c is added to his terminal charges.—F. A. Derby, Topeka, Kan.

"Worthy of His Hire."

Grain Dealers Journal: I note with considerable interest your article headed, "Worthy of His Hire," in the last number of your Journal. It seems to me that journals such as yours and grain dealers' organizations can do a great deal of good by educating shippers to do business on a profitable basis, not necessarily by combinations and price fixing organizations, but by virtue of the fact that they perform a distinct service and are justly entitled to a reasonable profit to themselves for the service they perform.—Yours truly, Frank A. Witt, Indianapolis, Ind.

Protest Diverting Charge.

Grain Dealers Journal: The trade in general should file vigorous protests with the Interstate Commerce Com's'n objecting to the railroad's recent ruling to charge \$2 for diverting or re-consigning cars that are billed to any terminal or pro-rating point. The Interstate Commerce Com's'n seems to be listening only to the wails and woes of the railroads, as tho they were the only mortals affected by this business depression and ignorant that legislation has been passed. We must bear in mind that this business depression affects all handlers of grain and all commodities in all lines.

These unreasonable charges are only an added burden to the consumer and cut the margins of the dealers, being applied to the earnings and revenue of the railroads, which are not entitled to any more favors. They should stand the burden of loss of revenue as well as individuals or small or large corporations in proportion to the volume of business done.—Oliver Allen, Ohio Valley Grain & Feed Co., Coraopolis, Pa.

Buyer to Pay on Delivery of B/L.

Grain Dealers Journal: I have been trying to figure out some way to protect the com's'n merchant when he surrenders the B/L to property, and also save interest to the shipper. In the market centers now, as I understand it, the railroads will not order a car to the unloading track until the B/L has been surrendered. Then the title of the property passes from the com's'n merchant to the purchaser of the grain. The com's'n merchant has no security for the grain ordered and does not receive the money for same until it is unloaded.

Now, this grain might be anywhere from one to 30 days being set at unloading track to be unloaded. All this time the shipper is paying interest upon the money advanced by the com's'n merchant and the com's'n merchant has been relying on the ability and honesty of the purchaser for his money. I think the com's'n merchant can be protected and interest saved to the shipper by the different exchanges passing a rule demanding of the purchaser that he advance to the com's'n merchant the value of the grain, take over the B/L and order the car. This would protect the com's'n merchant from any loss, in case of financial failure of the purchaser, which is sometimes serious and unavoidable the way this business is now handled.

It is not just to the com's'n merchant that he should assume this responsibility in consideration for the small earnings which he gets for handling the transaction. While, as I understand it, according to law a com's'n merchant is not liable for the proceeds of car of grain unless he has collected for same from the purchaser, still most of them have too

much pride to ask the shipper to stand the loss when they have been entrusted with the business.

If there is such a law you can see that the shipper could really be compelled to stand the loss, if any. And it is unjust for the shipper to have to pay interest on the money advanced to him by the com's'n merchant while the grain is being delivered and unloaded. In case such a rule was put into effect it would not work a hardship upon anyone and I believe that it would tend to hasten the unloading and handling of grain in terminal markets. I would like to read the views of other dealers.—Edwin Beggs, Ashland, Ill.

How a Buyer Was Tricked.

Grain Dealers Journal: I wish to call your attention to the following experience with the hope that fellow managers and regular dealers may be led to tell of their own experiences.

I bot 7,000 bus. of wheat from a banker who is also a stockholder in our co-operative elevator at an agreed price of 70 cents for June delivery.

I had one of your contract blanks No. 10 D. C. all filled out for him to sign. He fooled around and offered all sorts of excuses for not wanting to sign it.

I busied myself with another customer and while my back was turned, my banker friend signed the contract. I later had occasion to tell him to hurry his wheat in as I had it sold.

He told me to look at my contract and notice that it called for July delivery. I looked and discovered that this suave banker had actually changed my writing of "June" to read "July."

I bot the wheat in and lost \$70.00 and the banker refuses to pay altho he has admitted in a boastful manner that he changed June to July.—D. S.

Accurate Tests for Moisture.

Grain Dealers Journal: I wish to call attention to certain points in Bureau of Plant Industry Circular No. 72, referred to in the first column on page 324 of the Grain Dealers Journal, March 10, 1915.

Probably one of the most important factors in this connection is the matter of securing an accurate average sample of corn or other grain for testing. Cars are often loaded to capacity and are occasionally loaded so near the roof that it is next to impossible for the sampler to obtain a sample which will be a fair average of the car.

The following, quoted from page 3 of Circular No. 72, is particularly pertinent in this connection:

"It must be borne in mind that the instructions given in this circular are applicable only when used in connection with the moisture tester herein described and illustrated and do not apply to modified forms of testers."

The greatest care should be used in every operation connected with making moisture tests, including the drawing of the sample, placing the same in an airtight container and especial care should be used in accurately weighing the sample to be tested and in all details in making these tests. In conclusion, I would say that attention should be given to the directions as outlined for making moisture tests in this Circular No. 72.—Very truly yours, R. C. Miller, Acting in Charge Bureau of Plant Industry, Dept. of Agri., Washington, D. C.

"Grave Mistake to Make Moisture Test a Determining Factor."

Grain Dealers Journal: In your issue of March 10th you publish a letter from Steel & Payne Co., Charleston, W. Va. They mention a variation in the moisture test between their tests and that of the Cincinnati Board of Trade, and mentioned the fact that in their test they took twenty-seven minutes to run the temperature up to 195 degrees, and allowed seven minutes for the drip, the test being made in a Hess tester with copper flasks.

In your reply you call attention to the rules laid down in Circular 72 of the Bureau of Plant Industry, which provides that the flame shall be extinguished when the temperature registers 190 degrees.

You are quite correct in your quotation of the rule, but perhaps you do not know, or you forgot, that in the tester made after Government specifications, the flask is surrounded with bodies hotter than the flask itself, and that when the heat is shut off at 190, these surrounding bodies impart sufficient heat to drive the mercury up to 194° or 195°, and sometimes higher, before the heat begins to diminish.

In the Hess tester the mercury ceases to ascend when the heat is turned off, and we, therefore, stop at 195°, which gives us the same heat applied in the tester of the Government specifications when stopped at 190°. The rule of Circular 72 is misleading and incorrect in this regard.

The only error we can discover in the test of your correspondent is in the fact that the heat was applied for twenty-seven minutes, or a period of time one-third longer than is provided by the rule, and that probably because of the extra application of heat, the starch of the sample was broken down and the water of crystallization liberated, thus showing a

higher percentage than would have shown if the test had been stopped in twenty minutes, which is the accepted time for the operation.

The moisture test with this method does not discover, absolutely, the correct amount of moisture in the grain. A chemical change is brought about in the corn samples and the object of applying a certain amount of heat, for a certain length of time, is to continue that chemical change just long enough so that the moisture liberated shall approximate that which is liberated by the laboratory method, of heating the sample at a temperature of 100 degrees Centigrade until it ceases to lose weight.

So many conditions apply and there are so many precautions to be taken in the taking and testing of samples that it is practically impossible to carry on a series of tests without a considerable difference in the results.

Even Dr. Duvel, himself, when making repeated tests of corn, all taken from the same sample, found a difference as great as .5% between different tests of the same sample, and he says, in Bulletin 99, page 23, that

"A variation of one-half of one per cent is sufficiently close for all commercial work, inasmuch as samples taken on different days, or from different parts of the same car or cargo, will generally show a much greater variation than this."

We regard the moisture test as a desirable adjunct to testing grain, for it shows the approximate condition of moisture in a few minutes time, but because of the inevitable differences in tests, we think it a very grave mistake to make the moisture test a determining factor in grading grain, and to draw the line so closely on the moisture content of the different grades, with tests depending upon this

method.—Yours very truly, Hess Warming & Ventilating Co., Per Geo. H. Hess, Pres., Chicago, Ill.

The Defective Chimney.

BY E. H. MORELAND,

of the Tri-State Grain Dealers Fire Ins. Co.

The defective chimney certainly plays an important part as a fire hazard in the country elevator. Where the office and engine house is removed 15 or 20 feet from the elevator we seldom if ever hear of an elevator burning from a defective chimney. Our insurance company makes a rate of \$5.00 per thousand less, where the office and engine house is detached.

In the last four or five years our company has had several fires caused by defective chimneys. When we speak of a defective chimney we generally think the defect is where the stovepipe enters the chimney, however, there are other causes that make a chimney defective, such as insufficient mortar where chimney passes thru the ceiling or roof, the mortar being washed away just outside the roof, and the settling of the elevator causing the chimney to separate between the ceiling and the roof.

The insurance inspector will find the defects if located in the office or on the roof, however most elevators are so constructed that there is a space between the ceiling and roof that is inaccessible, and if there is an opening in the chimney you have a fire hazard that is almost impossible to locate. Where the office is attached to driveway, the difficulty of inspection could be overcome by leaving an open space in the driveway above the office ceiling.

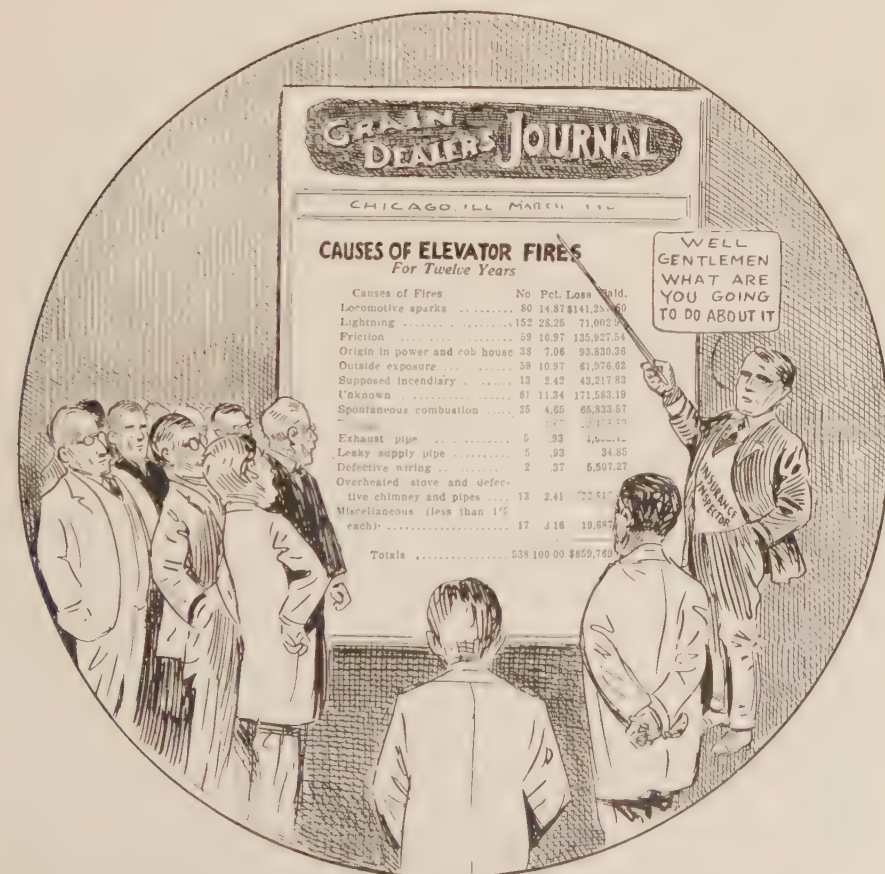
I have in mind a new elevator built with an open space in the driveway above the ceiling of office, that caught fire where the chimney passes thru the roof. The manager was leaving the office one evening thru the driveway and happened to notice the rafters were on fire around the chimney, the fire was easily extinguished, but had this space all been enclosed no doubt the elevator would have burned. An examination revealed the fact that insufficient mortar had been used where the chimney passed thru the roof.

We have one policyholder owning ten or twelve elevators who expects to rebuild all his chimneys the coming season.

The elevator operator can locate any defect in his chimney between the ceiling and roof, if he will kindle his fire in the usual manner with paper and kindling wood, and then get where he can watch and see if any fire shows thru the chimney. This may appear to be a small matter to some, but it has cost us several thousand dollars that could have been saved to our policy holders.

A LEAK in the gasoline piping should be closed as soon as discovered. Postponing repairs till next day invites a fire or explosion. Do it right away.

THE CORN EXCHANGE, Petrograd, Russia, has presented the Russian government with correspondence showing reasons for the advancing price of grain. The advance is shown to depend upon the position of interior grain markets, upon the insignificant arrivals from other countries, and is also caused by the crops not having justified the hopes of the population. The peasants, because of the absence of expenses for vodka and because they are expecting a further advance in prices, are refraining from selling the product, offering only sufficient to meet present expenses.



Will You Profit by the Experience of Others?

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Terminal Elevator Dockage?

Grain Dealers Journal: What is the weight allowable by the laws of Wisconsin and Illinois for shrinkage when grain is delivered to public elevators for storage? Is a certain amount deducted when grain is weighed?—Geo. Bernet, Milwaukee, Wis.

Ans.: In the early history of most markets it was the practice for terminal elevators to dock each carload received to allow for future shrinkage, but it was long since discontinued at Milwaukee and Chicago; and we know of only one market in this country where it is now practiced. Weighing grain into elevators in most terminal markets is not controlled by law.

The dockage taken was usually 100 lbs. per car. In Canada the government allows one bushel per car on wheat and flax and 100 lbs. per car on oats and barley.

Who Must Stand for Leakage?

Grain Dealers Journal: Overstreet & Dockter, grain dealers of Laverne, Okla., use a hopper scale in their elevator to weigh wheat before loading into the car, but at the end of shipment losses are noted from leakage. We have sued a number of times, claiming that the railroad must take the weights of the shipper and especially when the shipper's elevator is equipped with a hopper scale. The railroad contends that the unloading weights govern, throwing the leakage loss on the shipper. Have the courts passed upon this question, and in what states?—Smedley & Smedley, Laverne, Okla.

Ans.: The correct weight governs, and this is ascertained by comparing the facilities and carefulness of weighing at both points of origin and destination. If both weights are correct the railroad company loses, because it proves the grain was lost or stolen in transit. Carriers liability for loss of grain in transit was affirmed by the courts in decisions published in the *Grain Dealers Journal* Mar. 10, 1915, page 323; Oct. 10, 1913, page 522; Feb. 10, 1913, pages 206-207, and Dec. 25, 1914, page 909.

Settling Claims for Loss in Transit?

Grain Dealers Journal: In settling claims for loss in transit the C. R. I. & P. Ry. Co. seems to have established a new ruling which does not seem just to us. Have claims of this character been carried into the courts, and what were the results?

When we load a car of wheat at Weatherford, Okla., at our elevator, destined to New Orleans, and it reaches El Reno, Okla., it is weighed by the Rock Island, over its track scales at that point. The wheat arrives at destination with car showing a leakage in transit and we enter our claim for difference between our loading weights and destination weights. On several claims of this character the Rock Island has come back on us and claimed that the car arrived at El Reno without any signs of leakage and offering to settle claim on difference between their El Reno track scale weights and the official destination weights, claiming that this is the legal extent of the carrier's liability.—Wheeler Bros. Grain Company, Weatherford, Okla.

Ans.: Many claims of this character have been carried into the courts and the results have been in favor of the shipper when his proof of weight loaded was backed up by evidence. Shipper's evidence of weight at point of origin, even tho his weighing facilities are no better than those at destination or an intermediate point, is the best proof of amount loaded into car, because such weight includes what was lost or stolen before the second weighing at El Reno. The railroad company will not be able to convince the court and jury that no grain ever is stolen or lost by leakage en route to El Reno. The El Reno weight is valuable to the railroad company as evidence whether the shortage shown by the New Orleans weight occurred before or after arrival at the intermediate point.

Cases where shippers got judgment for grain lost in transit were reported in the *Grain Dealers Journal* Dec. 25, 1914, page 909; Aug. 25, 1914, page 307; and Mar. 10, 1915, page 323.

Does Rejection of One Car Cancel Contract?

Grain Dealers Journal: Some time ago we saw an arbitration case, citing a court decision rendered by the Texas Supreme Court, covering a case of the Denton Milling Co. against a grain dealer, where the grain dealer had tendered one car of wheat on a 5,000-bu. contract, and as the one car was refused by the mill, he would not ship the balance. The mill company sued and the supreme court gave the mill judgment for the balance of the unfilled contract, stating that the tender of the one car would not cancel more than one car.

As we have a similar case we would like to learn where the Denton case was decided.—Kohlman & Co.

Recourse for Loss in Transit?

Grain Dealers Journal: We bot a car of oats at an Oklahoma point and resold to a Texas point, where shortage of 12,000 lbs. was shown and buyers want us to make good the loss, altho we have paid the party at point of origin on their weight.

We never before had a shortage from this elevator. Both parties insist that their weights are sworn and correct, and parties at point of origin refuse to make difference good to us.

What rule should govern and how can we recover our loss?—A. S. Preston.

Ans.: When weights are well supported at point of origin the railroad company must make good the loss, and one of the three parties handling the oats should put in claim against the railroad company. If sales were made on basis of weight at point of destination the party at point of origin is the one to stand the loss until recovery can be had against the railroad. If the sales were made on basis of weight at origin the party at destination is the one to stand the loss and bring claim against the railroad. If middleman bot on origin weight and sold on destination weight he must settle with both parties and try to collect from the railroad company.

RUSSIA is said to be giving the bulk of its exportable surplus of grain as security for a large loan from England and France, and for this reason has prohibited the exports of any grain except by special permit.

THE PORTUGUESE government has purchased 1,665,000 bus. of American wheat, the expenditure being \$3,830,000. Two new types of bread have been established known as the "common" and "mixed." The former must weigh 1,000 grams and must contain 4 grams of flour to 1 gram of sifted white corn meal. The other type gets its name from a mixture of sifted flours of wheat and rye with corn meal.—Consul Gen'l W. L. Lowrie, Lisbon.

No Excuse for Wooden Elevators.

BY JAMES MACDONALD.

of the Macdonald Engineering Co.

I am pleased to note that the *Journal* is leading a crusade encouraging fire prevention in grain elevators, and certainly hope that the agitation will result, during the coming year, in a reduction of the enormous destruction of grain now taking place among the elevators in the United States and Canada.

In my judgment the only effective prevention that can be applied to this problem with any degree of certainty as to the result, is to build the elevators and storage containers of fireproof material. The day has gone by when there is any legitimate excuse, excepting ignorance, for the use of wooden elevators, and I believe that if the facts of the present situation were more generally known among grain men, and those interested in the storage and preservation of grain, that no new project for the erection of grain storage would be considered on any other basis than in the use of fireproof materials.

It would seem that a good portion of the grain trade has not kept abreast of the times in this respect, or at any rate has a very inadequate conception of what is now actually being done and the possibilities of further improvement along these lines. The development of economical and rapid methods of moulding bins out of reinforced concrete has brought it within the range of every grain man to have his storage fireproof. There can be no argument left for the use of combustible materials when reinforced concrete can be supplied at practically the same price and in really less time than it takes to build with combustible materials. It can be moulded into any shape, size, or capacity, and every feature of convenience and arrangement in the best arranged and most modern elevators can be duplicated and developed to the highest perfection in the new materials.

It is quite true that economy of construction in concrete can only be obtained after the plans and every detail of machinery arrangement has been thoroughly worked out to a degree of perfection, that would not be thought of or required in a wooden building. It is very expensive to make a mistake in reinforced concrete. The building and its machinery must be built and placed in first class working order on a blue print, before it is moulded into its final shape on the foundation, and even the smallest details must be thought out and provided for during the construction period, so that alterations and revamping be reduced to the lowest denomination in the finished product. Those who work in concrete have a healthy respect for its obstinacy and enduring qualities, when they come to make alterations or changes, both in regard to its resistance and to the expense involved in making the alterations.

The schemes now developing for the conservation of food stuffs, both for man and beast, among the butchered nations of Europe, will not be lost to the world when the slaughter has ceased. I believe that the owners of food grains have a high moral responsibility, outside of anything that can be measured in dollars and cents, to see that the precious property which is nominally and temporarily in their possession, as owners, shall not be destroyed or otherwise diverted from its purpose. I believe that this idea should, and will, eventually be regulated by legislative enactment, and it should be unlawful to store grain, especially wheat,

in anything but fireproof containers. The self-interest in this idea is so apparent that it should not require much persuasion to make it dominant, for no amount of insurance money is a complete compensation for the loss of the elevator and its contents, to say nothing of the interruption of business entailed by the loss.

My conclusion, therefore, in boosting the movement of fire prevention is to start at the source and build so you cannot burn.

UNITED STATES has prohibited imports of Indian corn from Java, India and parts of Oceania owing to the presence in corn from those regions of Sclerospora Maydis, a disease which causes the leaves of the plant to turn brown and dry up. This disease has never occurred in the United States, but there is danger of it being brought in should imports continue.

THE HELLENIC GOVERNMENT is purchasing American wheat in an effort to check local speculation and to reduce the price of foodstuffs. This wheat will be distributed by the government to millers at the lowest possible price. The purchases will run from \$2,000,000 to \$3,000,000 per month, all for immediate delivery. The government has placed the business in the hands of the National Bank of Greece, the bank acting thru a com's'n of 3 persons. As the Russian wheat supply, even after hostilities are over, may be very limited owing to interior demands, the purchases of American wheat for the Hellenic government may continue indefinitely. Under the present arrangements all wheat purchases are closed in Athens and American sellers wishing to enter that market must appoint a local agent to represent them before the com's'n.—Consul Gen'l A. W. Weddell, Athens, Greece.

The "Red" Elevator.

BY J. J. FITZGERALD.
of the Grain Dealers Fire Ins. Co.

"What good would it do to put a barrel of water in the cupola? If a fire broke out up there, the house would have to burn. I wouldn't risk my neck going up to put it out." The speaker was "Jack" Dawson, owner of the "Red" elevator at Staver. He was addressing a mutual fire insurance inspector, who was about to secure his name to an application when the water barrel question came up. With all his powers of persuasion, the inspector was unable to make "Jack" see that a barrel of water in the cupola of his elevator was a necessary means of fire protection.

II.

Dawson was one of those self-reliant characters that are so often met with in the small towns of the Mississippi Northwest. He was nothing more than a boy when his father died and left his mother with six children and a mortgaged farm. As the eldest of the children it was up to him to take hold. In five years he had the place clear. In two more he had wed the girl of his choice, and settled down to business in the "Red" elevator which he had bought at a very low price from a line company that feared farmers' competition. Dawson always had a liking for the grain business. In his farming days, he had spent his spare town moments in the elevator office picking up market news, and learning how grain was handled. When he got into the business on his own hook, he studied market conditions very closely. When he named a price for grain, he could give a reason for it. Business naturally gravitated in his direction—the farmers had confidence in him. They sought his advice on the marketing of their crops. He prospered. His repu-

tation for square dealing was such, however, that none envied him. He became one of Staver's respected citizens. It was a picture of domestic happiness to see him sitting on his front porch during the long summer evenings playing with the baby, and planning for the future with Nellie.

III.

"That's the fire bell, Nellie. Here, take the baby." As Dawson ran down the street, his thoughts, naturally, were of his elevator. He suddenly remembered that the large amount of grain he had on hand was only half insured. Some of it was stored grain, too, and would have to be settled for at full value. He had intended to ship out several cars that day; but he didn't get the cars. As he rounded the corner, he saw that the fire was in the frame row. It had already gained much headway. One of those mysterious winds that come up from nowhere when a fire breaks out was blowing. Sparks in myriads were floating toward the "Red" elevator. Down the street came the volunteer fire department, crawling, it seemed, at a snail's pace, while the flames in their fury hurled defiance and licked up the buildings in the old frame row like so much paper. Every man, woman and child in the village bent his energies to the utmost to save his own or to stay the progress of the fiend that had so suddenly appeared in their midst. The fire boys, eager and willing, but amid much confusion, worked like demons; but the water pressure was low, and the hungry flames mocked their efforts.

IV.

Over at the "Red" elevator, Dawson, barefooted and hatless, crawled like a cat around on the shingles, a pail of water in one hand, fighting the sparks that dropped around him. Nellie, all but exhausted, climbed the long, dark, winding stairs time after time, with a heavy bucket, to keep up the water supply. Dawson knew and she knew that one slip on his part meant death fifty feet below. It did not deter them. They were making a desperate effort to save the little fortune they had worked so hard to gather. They knew that one spark could send it up in smoke. They knew that one spark could make them go back and climb the hill all over again. On one trip Nellie stopped on the stairs for a moment to get her breath. The water gave out on the roof, and Dawson beat out the sparks with his feet and hands. The old, indomitable courage that had lifted the mortgage off the farm was there; and Nellie, despite her weariness, whispered words of cheer each time she filled his pail. A man battling for his own with the woman of his heart at his side is one of the most inspiring pictures on earth.

V.

As they turned the corner on their way home, the old "Red" elevator loomed up in the glow of the dying embers. "Jack" slipped his arm around Nellie's waist, and as they walked, they said not a word; but he felt the strong man's satisfaction in a hot fight well won; she felt his pride in her, and she was happy.

VI.

Those who rose early the next morning saw "Jack" Dawson busily engaged in carrying water to the cupola of his elevator.

THE AGRICULTURAL BILL appropriates \$72,920 to investigate the handling, grading and transportation of grain and the fixing of definite grades.—P.



A Cyclone Which Will Sooner or Later Tear Off Every Shingle Roof.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

West Liberty, Ill., Mar. 15.—Not much grain in this section to move.—W. R. Cunningham.

Hayes, Ill., Mar. 15.—Very little grain moving at present time; farmers still hold 15% to 20%.—John Koehn.

Coal City, Ill., Mar. 24.—About 80% corn and 95% oats marketed; nothing being offered.—John Trotter & Sons.

Bloomington, Ill., Mar. 6.—Farmers have stopped selling account break; unless we get high prices business will be dull for some time.—J. H. Hamilton, Smith-Hamilton Grain Co.

Mattoon, Ill., Mar. 18.—Growers are holding broomcorn, 25 to 30 per cent of the crop to be marketed. The same amount of Indian corn as usual is on hand, the more than usual was sold in November and December. All oats will be sold by May 1.—J. B. Stone.

Peoria, Ill., Mar. 11.—Receipts of grain at this market for February were 368,000 bus. wheat, 1,232,100 bus. corn, 552,500 bus. oats, 20,400 bus. rye and 149,800 bus. barley; compared with 157,000 bus. wheat, 2,079,000 bus. corn, 580,200 bus. oats, 20,400 bus. rye and 209,225 bus. barley for February, 1914. Shipments were 337,000 bus. wheat, 363,050 bus. corn, 626,300 bus. oats, 10,800 bus. rye and 93,875 bus. barley; compared with 147,466 bus. wheat, 818,759 bus. corn, 971,200 bus. oats, 16,800 bus. rye and 110,917 bus. barley for February, 1914.—John R. Lofgren, Sec'y Board of Trade.

INDIANA.

Harrodsburg, Ind., Mar. 20.—Paying \$1.35 for wheat and 70c for good corn; wheat getting scarce around here now.—D. W. Fowler.

Clinton, Ind., Mar. 19.—Old corn well out of country; last year's wheat practically all marketed.—Clinton Grain & Feed Co.

Jamestown, Ind., Mar. 16.—About 30% corn and 10% oats left in farmers' hands.—C. L. Stafford, mgr. Stafford Grain Co.

IOWA.

Killduff, Ia., Mar. 15.—Grain stocks low; just enuf corn for feeders; oats practically gone.—D. S. Fleck & Son.

Hubbard, Ia., Mar. 15.—No movement of grain at present account bad roads; about 20% corn and oats back.—B. P. Greenfield, mgr. Farmers Elevtr. Co.

MINNESOTA.

Glenwood, Minn., Mar. 15.—About 5% grain left in farmers hands.—O. A. Johnson.

MISSISSIPPI.

Meridian, Miss., Mar. 18.—Grain business dull with brokers account farmers raising much more grain and less cotton and not buying so much.—Metzger & Gibson.

MISSOURI.

Drexel, Mo., Mar. 9.—About 20% corn in farmers hands; 10% in country elevators; 15% oats in farmers hands.—Harvey Reed.

Bridgeton, Mo., Mar. 20.—Not over 5% of 1914 crop remaining in farmers' hands here.—E. R. Goddard, agt. Schultz Niemeier Com. Co.

Melugin sta. (Reeds p. o.), Mo., Mar. 22.—About 5% old crop still in farmers hands; wet and cold weather showing up a spotted growing crop.—R. H. Howard.

MONTANA.

Baker, Mont., Mar. 22.—About 10,000 acres winter wheat to be marketed.—M. E. Wheeler, mgr. Geo. C. Bagley Elevtr. Co.

NEBRASKA.

Blair, Neb., Mar. 20.—Not over 10% wheat on hand here.—Blair Mfg. & Grain Co.

Bellwood, Neb., Mar. 22.—Nearly all wheat has been sold.—J. H. Delaney, mgr. Farmers Grain Co.

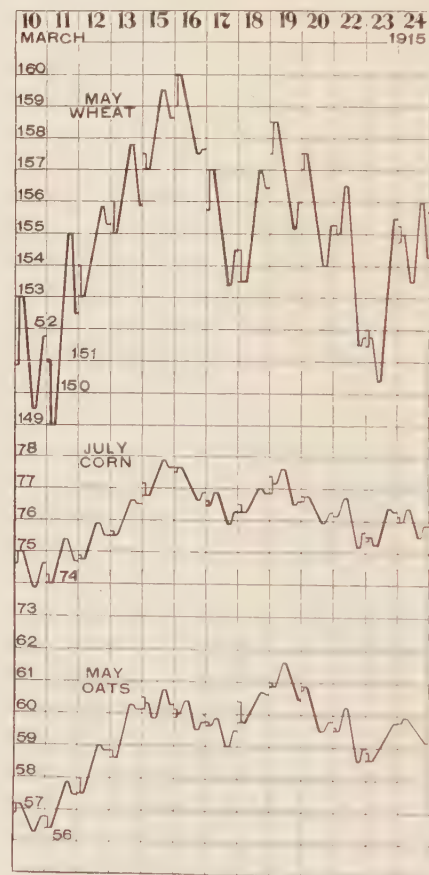
Ragan, Neb., Mar. 8.—Some wheat still to move from this station altho percentage of crop left is small; will also ship considerable corn but this will hardly move until have good prospect for another crop; no wheat in elevators.—L. A. King, mgr. Farmers Grain & Gen. Shpg. Ass'n.

OHIO.

Centerburg, O., Mar. 10.—Wheat all shipped out; oats and corn cleaned up; shipping in ear corn to sell to feeders.—T. D. Uppike & Son.

Chicago Futures

Opening, high, low and closing quotations of wheat and oats for May delivery, and corn for July delivery, during the last two weeks at Chicago are given below. For complete collection of similar charts see the Journal's Chart Book.



OREGON.

Portland, Ore., Mar. 15.—Shipments of wheat from this market from July 1, 1914, to Mar. 1, 1915, were 11,844,653 bus., and for the season 1913-14 were 13,360,366 bus. Shipments from Puget Sound from July 1, 1914, to Mar. 1, 1915, were 7,779,373 bus., and for the season 1913-14 were 7,096,650 bus.—E. W. Wright, Merchants Exchange.

SOUTH DAKOTA.

Winner, S. D., Mar. 20.—Good deal corn ready to come to market when roads improve.—E. L. Smith, agt. Nye Schneider Fowler Co.

Crandon, S. D., Mar. 22.—Not much grain moving account bad roads; very little grain in farmers hands; sold freely all winter account good prices.—G. G. Stahl, mgr. Farmers Elevtr. Co.

WISCONSIN.

Black River Falls, Wis., Mar. 13.—No more grain to handle on this crop.—J. F. Dunn.

WE BELIEVE the Grain Dealers Journal is a good paper.—Wire Grass Feed & Brokerage Co., Cairo, Ga.

I CANNOT GET ALONG without the Grain Dealers Journal.—M. W. Moore, agt., Winter-Truesdell-Ames Co., Webster, N. D.

FIRE has recently destroyed three of the largest grain storage houses in London, England, and the remaining grain supplies have been placed under heavy guard. The fire is reported as set by Serbian incendiaries.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during January, 1915, compared with January, 1914; and for the 7 months ending Feb. 1, 1915, compared with the corresponding period ending Feb. 1, 1914, as reported by A. H. Baldwin, chief of the Bureau of Statistics, were, in bus., as follows:

| | IMPORTS. | | | |
|---------------------------|------------|------------|----------------------|-------------|
| | 1915. | 1914. | 7 mos. ended Feb. 1. | 1915. |
| Wheat | 22,459 | 901,130 | 274,744 | 1,418,096 |
| Corn | 218,520 | 2,554,813 | 8,645,850 | 7,004,159 |
| Oats | 8,899 | 2,959,388 | 406,529 | 16,201,632 |
| *Rice | 14,435,030 | 25,281,325 | 108,994,952 | 154,851,913 |
| Beans | 87,364 | 187,358 | 545,075 | 778,153 |
| Dr. peas | 39,639 | 125,691 | 375,193 | 557,138 |
| EXPORTS. | | | | |
| Wht. | 24,087,563 | 4,985,296 | 168,289,116 | 67,708,680 |
| Corn | 5,224,301 | 1,148,171 | 15,432,023 | 5,110,599 |
| Oats | 5,338,837 | 30,556 | 39,222,823 | 707,624 |
| *Rice | 2,187,447 | 4,650,301 | 44,677,934 | 9,804,969 |
| Barley | 4,081,813 | 848,401 | 17,972,768 | 4,175,918 |
| Rye | 1,557,816 | 141,324 | 7,826,888 | 786,095 |
| Ruckw'ht | 92,260 | 65 | 288,411 | 336 |
| Beans and dr. | | | | |
| peas | 182,956 | 24,140 | 634,465 | 192,379 |
| EXPORTS OF FOREIGN GRAIN. | | | | |
| Wheat | | 109,052 | 146,286 | 193,039 |
| Corn | 4,036 | 1,089 | 23,135 | 2,339 |
| Oats | | 1,375 | 43,942 | 4,125 |
| *Rice | 3,292,118 | 1,092,748 | 18,934,762 | 8,309,912 |
| Beans | 15,267 | 2,350 | 53,318 | 15,265 |
| Dr. peas | 62,257 | 23,870 | 149,415 | 93,068 |

*Including cleaned and uncleaned rice, broken rice, rice flour, meal, bran and polish, stated in lbs.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

| | Mar. 10. | Mar. 11. | Mar. 12. | Mar. 13. | Mar. 14. | Mar. 15. | Mar. 16. | Mar. 17. | Mar. 18. | Mar. 19. | Mar. 20. | Mar. 21. | Mar. 22. | Mar. 23. | Mar. 24. |
|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Chicago | 151 1/4 | 152 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 | 155 1/4 |
| Minneapolis | 142 3/4 | 143 3/4 | 146 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 | 146 3/4 |
| Duluth | 147 1/8 | 147 1/8 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 | 149 3/4 |
| St. Louis | 148 | 149 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 | 151 1/4 |
| Kansas City | 142 3/4 | 144 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 | 146 1/4 |
| Milwaukee | 151 3/4 | 152 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 | 155 3/4 |
| Toledo | 153 1/4 | 154 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 | 156 3/4 |
| *Baltimore | 157 1/4 | 158 3/4 | 162 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 | 161 1/4 |
| Winnipeg | 149 3/4 | 150 3/4 | 152 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 | 153 3/4 |

MAY WHEAT.

| | | | | | | | | | | | | | | | |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago | 72 1/2 | 72 3/4 | 73 3/4 | 74 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 |
| Kansas City | 69 1/4 | 69 3/4 | 70 3/4 | 71 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 | 72 1/4 |
| St. Louis | 72 1/4 | 72 3/4 | 73 3/4 | 74 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 | 75 1/4 |

*March delivery.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Meridian, Ida., Mar. 12.—Great deal wheat being sown and very little oats and barley being sown.—R. H. Bell, Meridian Mill & Elevtr. Co.

ILLINOIS.

West Liberty, Ill., Mar. 15.—Crop prospects favorable for coming season.—W. R. Cunningham.

Coal City, Ill., Mar. 24.—Oats seeding started; very dry spring; work well advanced.—John Trotter & Sons.

Chillicothe, Ill., Mar. 15.—Seed oats very scarce in this locality; farmers will not sow any more than necessary account scarcity and high prices; wheat looking fine.—Guy McFarland, agt. W. W. Dewey & Son.

Mill Creek, Ill., Mar. 20.—Wheat looks good; spring late, which retards growth; somewhat larger acreage was seeded last fall than in several years; oats about all seeded; few farmers preparing corn land for early planting.—Scott Jordan.

INDIANA.

Portland, Ind., Mar. 19.—Wheat looking fair, needs rain.—L. G. Holmes & Son.

Fortville, Ind., Mar. 18.—Wheat fine; acreage 10% larger.—McBane & McBane.

Clinton, Ind., Mar. 19.—Wheat looking unusually good.—Clinton Grain & Feed Co.

Uniondale, Ind., Mar. 17.—Crops look fair; wheat needs rain badly; some oats being sown.—Miller & Brickley Grain Co.

Jamestown, Ind., Mar. 16.—Wheat looking fine; acreage 30% larger than last year.—C. L. Stafford, mgr. Stafford Grain Co.

Harrodsburg, Ind., Mar. 20.—New crops looking pretty well at present; farmers a little afraid of fly this season.—D. W. Fowler.

Winslow, Ind., Mar. 22.—Early sown wheat in fine shape; late sown wheat looks bad; large oats crop being sown.—Winslow Mfg. Co.

Muncie, Ind., Mar. 19.—Wheat in good shape; acreage 10% larger; about 40% of spring plowing done.—Woodbury Elliott Grain Co.

KANSAS.

Valley Falls, Kan., Mar. 14.—Best wheat prospect for some time; ground well soaked; oats sowing at hand.—B. C. Ragan.

Canton, Kan., Mar. 8.—Having plenty of moisture at present; oat sowing will be late; wheat covered with snow; looks fine.—T. F. Gard, sec'y Farmers Elevtr. Co.

Winfield, Kan., Mar. 4.—Raining and snowing since Feb. 12; very slow drizzle now turning to snow; had 6 in. moisture; ground thoroly soaked; water standing in fields on plowed ground; farmers anxious about oat seeding; hardly an oat planted yet and Mar. 15 is latest oats are ever put in the ground; wheat doing well; about same acreage in this county as last year.—G. Clinton Adams.

MINNESOTA.

Glenwood, Minn., Mar. 15.—Crop was light this year.—O. A. Johnson.

Moorhead, Minn., Mar. 17.—Only noticeable change in acreage will be a shifting from coarse grains to wheat depending on weather conditions at seeding time; expect large increase in corn acreage this spring.—D. D. Simmons.

MISSISSIPPI.

Natchez, Miss., Mar. 10.—Expect largest crop of corn and oats this county has ever had.—D. E. Neely, Neely Bros.

MISSOURI.

Drexel, Mo., Mar. 9.—Little wheat sown; plenty of moisture; more than for 4 years.—Harvey Reed.

Bridgeton, Mo., Mar. 20.—Growing wheat looks good.—E. R. Goddard, agt. Schultz Niemeier Com. Co.

NEBRASKA.

Creighton, Neb., Mar. 8.—Snow 2 ft. deep.—Louis E. Mann.

Blair, Neb., Mar. 20.—Winter wheat looks good.—Blair Mfg. & Grain Co.

Bellwood, Neb., Mar. 22.—Spring late here.—J. H. Delaney, mgr. Farmers Grain Co.

Indianola, Neb., Mar. 17.—Fall wheat in this territory looks fine; enuf moisture to last until May.—Joseph Reiter.

Rising City, Neb., Mar. 23.—Growing wheat in fine shape; ground well soaked for spring.—C. B. Barker, agt. Dawson Grain Co.

Ragan, Neb., Mar. 8.—Prospect for wheat never better; heavy snow even on ground, melting slowly, ground taking all moisture.—L. A. King, mgr. Farmers Grain & Gen. Shpg. Ass'n.

Beaver City, Neb., Mar. 6.—Heavy snow, 24 inches deep, covers ground which gives assurance that winter wheat will have sufficient moisture to start in spring; some spring wheat will be sown owing to high price of corn.—Franklin Seed Co.

OHIO.

Centerburg, O., Mar. 10.—New crop looks fine; acreage increased 10%.—T. D. Uptide & Son.

Hicksville, O., Mar. 23.—Wheat is suffering from freezing and thawing; needs rain.—C. W. Tracht.

Sidney, O., Mar. 20.—We must have rain soon or wheat crop will be cut in half.—E. T. Custerborder & Co.

St. Marys, O., Mar. 19.—Wheat fairly good; some fly reported; some frozen out; need rain.—Lock Two Grain & Mfg. Co.

Marion, O., Mar. 22.—Wheat went into winter looking fine and ought to be good now. Anything said about wheat condition now is pure guess work.—H. W. Fish, mgr. Marion National Mills Co.

Williamsport, O., Mar. 13.—Wheat acreage not increased in this locality; large percent was sown late account wet weather; looking very bad; some talk of sowing to oats; our wheat must make wonderful change if we have nearly a normal crop.—C. K. Hunsicker.

OKLAHOMA.

Geary, Okla., Mar. 13.—Wheat acreage about same as last year; plant not so rank as this time last year; in good shape; with present moisture will make rapid growth.—R.

Blanchard, Okla., Mar. 11.—Wheat acreage twice and oats 3 times as large as last year; prospect for good crop fine; best season in ground we have had for 7 years.—E. L. Hayes, mgr. Blanchard Grain & Gin Co.

Exports of Grain. Weekly.

| | WHEAT. | | OATS. | |
|-------------------|-------------|-------------|------------|------------|
| | 1914. | 1913. | 1914. | 1913. |
| July 4 to Dec. 26 | 168,699,000 | 112,304,000 | 37,632,000 | 8,817,000 |
| Week ending | 1915. | 1914. | 1915. | 1914. |
| Jan. 4 | 5,807,000 | 3,626,000 | 717,000 | 51,000 |
| Jan. 11 | 7,362,000 | 4,562,000 | 124,000 | 296,000 |
| Jan. 18 | 7,062,000 | 3,686,000 | 859,000 | 279,000 |
| Jan. 23 | 5,664,000 | 2,794,000 | 1,474,000 | 263,000 |
| Jan. 30 | 5,938,000 | 1,507,000 | 1,943,000 | 133,000 |
| Feb. 6 | 8,294,000 | 3,433,000 | 1,779,000 | 128,000 |
| Feb. 13 | 6,795,000 | 2,661,000 | 1,879,000 | 223,000 |
| Feb. 20 | 7,128,000 | 2,035,000 | 1,730,000 | 154,000 |
| Feb. 27 | 4,853,000 | 2,191,000 | 2,412,000 | 172,000 |
| Mar. 6 | 5,805,000 | 3,185,000 | 1,116,000 | 112,000 |
| Mar. 13 | 4,206,000 | 2,751,000 | 1,607,000 | 88,000 |
| Mar. 20 | 4,071,000 | 3,382,000 | 1,364,000 | 180,000 |
| TL. | 241,714,000 | 148,117,000 | 54,636,000 | 10,896,000 |

Enid, Okla., Mar. 15.—From present indications we are due for another bumper wheat crop; believe prospects thruout Oklahoma are better than at this time last year; while we do not have as heavy a growth we have plenty of moisture in ground to carry crop along into spring; in fact, will need very little more rain to make a crop.—Ben U. Feuquay, mgr. White Grain Co.

SOUTH DAKOTA.

Crandon, S. D., Mar. 22.—Good outlook for crop next year; snow deep.—G. G. Stahl, mgr. Farmers Elevtr. Co.

Winner, S. D., Mar. 20.—Great amount winter wheat has been put in this fall; prospects for bumper crop never better; corn was good this year; considerable in field yet.—E. L. Smith, agt. Nye Schneider Fowler Co.

Exports of Grain Heavy.

THE SAILING BARK West Lothian, with a cargo of 116,995 bus. of barley left Baltimore Mar. 12 for Aarhus and Randers, Denmark.

THE STEAMER NORTHLAND, formerly the Zeeland, cleared at Portland, Me., for Liverpool, Mar. 13, with a cargo of grain and other foodstuffs.

THE STEAMER JACONA has arrived at Portland, Me., after a 17-day passage from Newcastle, and will return at once with a cargo of grain.

MONTREAL EXPORTED over 75,000,000 bus. of grain in 1914, nearly 61,000,000 of which was wheat. New York exported 64,500,000 bus. of grain in the same period.

THE STEAMER SKRYMER has cleared at Boston, Mass., with a cargo of 84,000 bus. rye for Stavanger, Norway, and the St. Helena is loading a cargo for the same port.

THE STEAMER VADERLAND sailing from Portland, Me., for the British Isles with a cargo of grain, avoided the German Blockade successfully and entered Queens-town on Mar. 6.

BRITISH STEAMER COLOMBO will carry a cargo of 332,000 bus. of wheat, the largest shipment ever sent from a gulf port, from New Orleans before March 26, to Naples, Italy. The largest cargo so far was 328,000 bus.—B.

PARCELS POST has been used recently to send grain and other foodstuffs from Chicago to Germany and the Austrian empire. Over 100 shipments have been sent daily and each is up to the specified limit of 11 pounds.

STEAMSHIP LYNORTA has left Boston with a cargo of wheat, flour, corn, beans, and other foodstuffs, for Rotterdam, where the cargo will be turned over to the Belgian Relief Com'ite's distributors. The vessel was covered with the bunting and emblems of the relief com'n.

STEAMER STRATHGYLE of the Belgium Relief Com'ite, cleared at Portland, Me., on Mar. 10 with 240,000 bus. of wheat, 2 tons of prepared foodstuffs and a quantity of clothing. The vessel is scheduled to touch at Falmouth, England, before reaching Rotterdam, where all the Belgium Relief cargoes are unloaded.

MANY STEAMERS are loading grain at Philadelphia for export to foreign ports. These include the Cape Breton, 300,000 bus. oats for France; Esperanza, 320,000 bus. grain for United Kingdom; Hannah, 200,000 bus. for west coast of France; Laura, 168,000 bus. grain for Rotterdam, and Ferrona, 265,511 bus. wheat for Rotterdam.

The Canadian Government's Fire-proof Elevator at Saskatoon, Sask.

The large losses sustained frequently in years gone by, whenever one of the large wood terminal elevators has been burned, has served to warn builders of other terminal elevators against using combustible material in their construction. Hence it is but natural that every large storehouse erected during recent years has been constructed of fireproof material, and the fire hazards common to grain elevators, together with the large cost of insurance on wood houses, will no doubt continue to make it impracticable to build large grain storehouses of any other than fireproof material in the future.

The contract for the interior terminal elevators for the Canadian Government, one at Saskatoon and one at Moose Jaw, was awarded to the Barnett-McQueen Co., Limited, late in the fall of 1913. Bids were taken on plans and specifications prepared by this company, and the work was executed by it under the supervision of Mr. C. D. Howe, Chief Engineer for the Grain Commissioners for Canada. The plants are identical with the exception of the source of power.

With the exception of the structural steel track shed skeleton and miscellaneous supports throughout the plants, the entire construction is of reinforced concrete or concrete skeleton with brick panel walls.

No expense was spared to make the plants absolutely fireproof and the best of everything obtainable was put into the elevators to secure efficiency and economy.

Piles for the foundations were driven late in 1913, but the construction proper

was not begun in full force until the spring of 1914. The houses took in grain the first of October following.

These two houses are part of the grain elevator program in charge of the Grain Commissioners for Canada, and were erected at these interior sites to relieve the congestion on the railroads at harvest time, distributing the hauling of the Canadian grain crop over the seventy days after harvest time and before the close of navigation on the Great Lakes. These houses also serve as storages supplementary to the Grain Commissioners' Terminal Elevator at Port Arthur, and to the elevator now being erected at Vancouver. These four elevators were built by the Barnett-McQueen Co., Limited, who also prepared the plans for a grain elevator plant at Calgary, Alberta, which is now under construction and is similar to Moose Jaw and Saskatoon.

The elevators at Moose Jaw and Saskatoon are at present being used, in part, for the storage of seed grain for the great grain growing district of Saskatchewan.

The following description is made with Saskatoon in mind but applies to Moose Jaw as well.

All buildings are built on a pile foundation, 8,500 piles approximately being driven for this purpose.

THE WORK HOUSE is five tanks wide by ten tanks long; the size in plan is 74 feet 6 inches by 158 feet 6 inches. It has a stair and elevator tower outside of these dimensions. The three-bay track shed for receiving grain is 168' 9" long on one side of the working house and the two-bay shipping track shed is 144 ft. long on the opposite side of the working house. The storage tanks are on the ship-

ping track shed side and about forty feet from the working house.

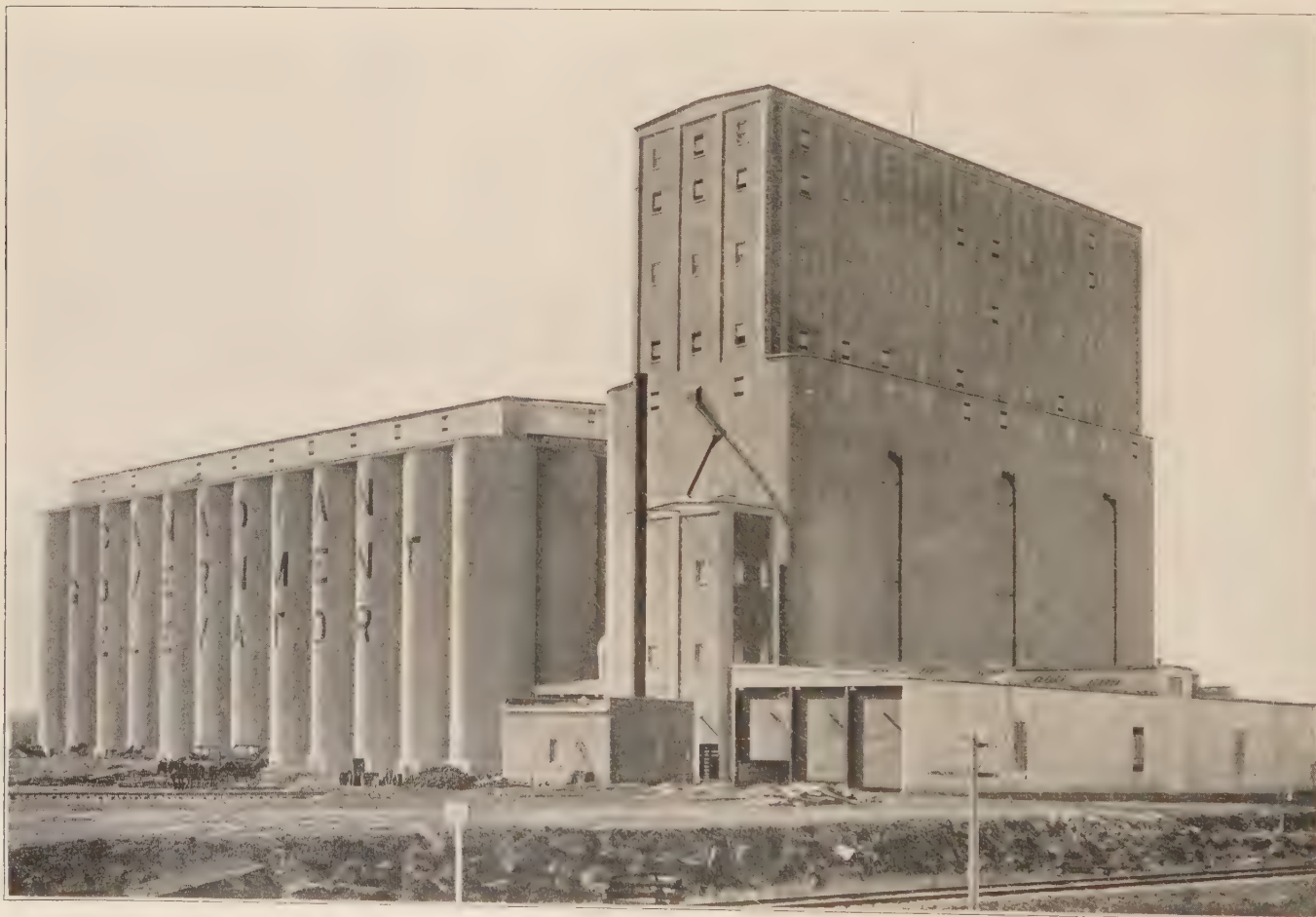
The basement floor of the working house and track sheds is 16' below the base of rail, and the first story is twenty-one feet in the clear. The tanks are seventy feet high, and have a capacity of 500,000 bushels. The tanks are circular bins with tangent walls around the outside providing additional storage and adding to the appearance of the structure. The elevator leg walls through the tanks are formed of concrete, as are the bin walls. The whole mass was poured together and thoroly reinforced to form a monolith.

The cupola has five stories, the bin, distributing, scale, garner and top story.

The working house rises 169' from the base of rail to the eaves of the cupola. The cupola floors and roof are concrete and the enclosing walls are brick between concrete pilasters. The cupola is well lighted and ventilated with fireproof windows.

A passenger elevator is in service between the first floor and the top floor of the work house, and a steel stairs with roughened treads and a gas pipe hand-railing extends from the basement to the top story.

THE STORAGE ANNEX is composed of eighty-four circular tanks and sixty-six interspace bins, seven tanks wide by twelve tanks long. All tanks are 23' 2" inside diameter by 92' high, and have a storage capacity of three million bushels. All tanks are self-cleaning, being provided with steel hopper bottoms to which are connected the draw-off spouts and valves to control the loading of grain on the shipping belts in the storage basement.



Canadian Government's Reinforced Concrete Elevator at Saskatoon, Sask.

The storage basement is twelve feet from the mattress to the bottom of the tanks, and is built of the pier and girder construction which allows the free passage of light and air across and along the length of the structure.

The cupola above storage tanks is also of solid reinforced concrete. The tripper galleries and walks, as well, being made of this material. The cupola is provided with fireproof windows and metal skylights which provide an abundance of light and there is ample provision for ventilation.

THE DRIER HOUSE contains a thousand bushel Morris grain drier which removes seven per cent of free moisture per hour from 1000 bushels of damp grain. With the aid of this drier, tough or damp grain can be put into warehouse condition and stored at once. The drier receives its grain from a reversible belt in the working house bin story, and returns the treated grain through a tunnel to the working house basement whence it is taken by an independent drier leg to the cupola and from there it can be put into the working house bins, shipped or conveyed to the storage annex.

A boiler house is provided for the drying plant and two 100 H.P. internally fired boilers supply steam to the heating coils of the drier.

THE POWER for the plant is electric, and at Saskatoon a transformer house is provided for the purpose of transforming the high potential current to 550 volts for the motors and to 110 volts for the lighting system. This building is two story, concrete skeleton and brick curtain wall construction with the transformers in the upper story and the switch board and electrician's office on the first floor. The high voltage wires are brought to the site in under ground conduits and the power enters the working house by an under ground tunnel, the power conduits for the cupola motors going up the stair tower.

The Saskatoon equipment includes 3 400 K.V.A. single phase, oil insulated, self-cooled transformers, 7200 Alts., 10,000 volts high tension for the substation. The equipment for the elevator consists of type CCL Squirrel Cage Motors, 3 phase, 550 volts, 7200 Alts. running from 5 to 75 H.P. All motors were complete with details including Oil Immersed Auto Starter.

The building is lighted by means of 600 16 cp. incandescent lamps, these lamps being arranged so as to eliminate shadows and dark corners as far as possible. The lights in the receiving and shipping belt tunnels are placed alternately on each side of the belts and are spaced so that a light is hung at each cross opening between tunnels causing all corners formed by bin foundations and the space underneath belts to be well illuminated. This arrangement is found to prevent in a great measure, the sweeping of dust and litter into corners where it will be allowed to lay indefinitely.

The power for operating the elevator is supplied by 65 induction motors totaling 1505 horsepower. All electric wires for power, lights, signals, telephones and electric heaters are run in conduit, laid in the concrete wherever possible.

All fuses of every description are mounted in special dust proof steel cabinets.

Power panels are constructed of blue Vermont Marble and lighting panels of oiled Monson Slate, all connections being on the face of panels where they are accessible.

Power fuses and lighting fuses above six ampere capacity are N.E.C. enclosed type. Lighting fuses of six ampere or below being of the Edison plug type.

The main switchboard and transformers are in a separate fire-proof building and the feeder wires are brought into the elevator through a concrete tunnel.

All wire sizes are carefully calculated so as to meet normal local requirements and fuses are accurately proportioned to load and wire conditions in order to give

full protection in case of trouble and reduce the fire risk from this source to a minimum. Nothing in the shape of a fire alarm system either automatic or manual was installed. All the electric wiring was done by the Pierson-Wilcox Electric Company.

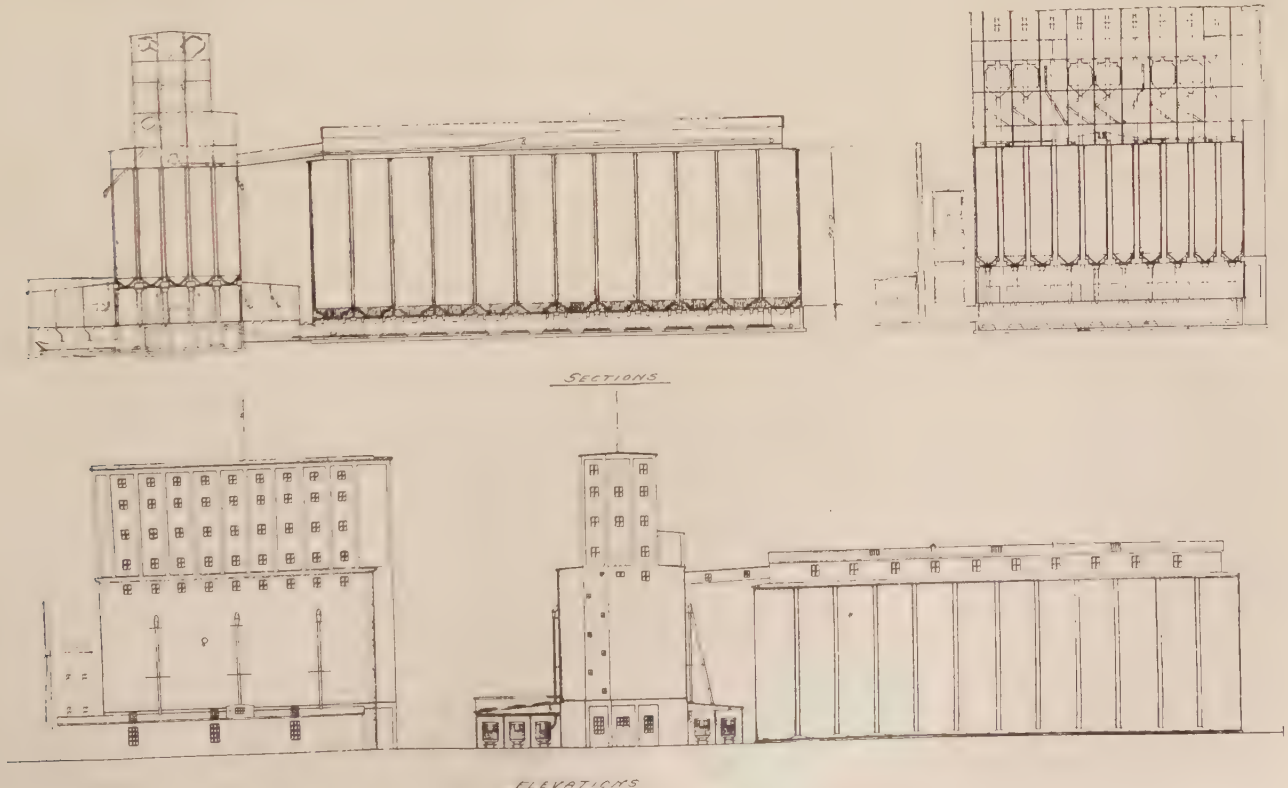
At Moose Jaw there is a unique power installation in connection with the elevator, consisting of four Swedish Diesel engines direct connected to alternating current generators, three units of 250 H. P. and one of 130 H.P. Oil storage is provided in the basement and the switch board control is on the first floor. Power is generated at 550 volts.

THE RECEIVING TRACK SHED.—Grain may be received at the elevator from cars on any one of the three tracks running through the receiving track shed. Nine 2,000 bushel receiving hoppers are placed underneath the tracks in this shed and under these, three 36" receiving belts which convey the grain to three receiving legs each having an elevating capacity of 12,000 to 15,000 bushels per hour. The grain is unloaded by nine pairs of automatic power shovels and drops through steel bar gratings which remove any large foreign substances from the grain.

The valve loaders in the bottom of the receiving hoppers are controlled from the inside of the working house and the levers operating these valves are incorporated into a locking device which prevents the mixing of grain by opening more than one hopper valve over one belt at a time.

An efficient signal system is provided between both the receiving and shipping car sheds and the scale floor, which enables the operators to flash up signal orders to elevate the grain or open the scale valve without an instant's loss of time.

Cars are moved in the car sheds by two power car pullers; the one in the receiving track shed having three drums and the one in the shipping track shed two drums. These car puller machines



Elevations of the Canadian Government's Fire Proof Elevator at Saskatoon, Sask.

are motor driven and operated by a device which allows the attendant to stand beside either of the three tracks and control the cable serving that track. A return puller device is provided for each of the five car puller lines. This convenience is for the purpose of dragging the heavy hook out to the limit of the line at a rate of 300 ft. per minute.

Each of the three receiving legs discharges into a 2,000 bushel concrete garner over a 2,000 bushel steel hopper scale, where it is weighed before distribution. The speedy distribution of grain is facilitated by universal Mayo spouts in the distributing story which can discharge grain into the working house bins direct; onto the storage conveyor belts; into the car loading spouts for reshipment or into a reversible conveyor belt above the bin floor and below the distributing floor in the working house cupola. This reversible transfer belt is provided with a two-way four pulley self-propelling tripper and grain on this belt can be directed into the working house bins beyond the reach of the distributing spout, to the drier house or to any one of the four conveyor belts leading out over the storage tanks.

The storage cupola belts are all provided with two-way self-propelling trippers which discharge the grain into the desired bin.

Grain is drawn from the storage bins for shipment on seven shipping belts in the storage basement and these lead to three lofters legs having from twelve to fifteen thousand bushels per hour shipping capacity each, which in turn discharge the grain to three 2,000 bushels garners over three 2,000 bushel hopper scales. These scales deliver their grain to Mayo spouts which enable the operator to reach any one of the nine car spouts, to turn the grain back into storage or place it over the cleaning machines in the first story. Grain may also be shipped from the work house with receiving legs.

FOR THE CLEANING of grain ten No. 9 Monitor Automatic Receiving Separators each with a cleaning capacity of 3,000 bus. per hour, two No. 8 reciprocating action Flax Seed Cleaners of 1,000 bus. per hour capacity, one No. 9 Monitor Screenings Separator and two large size Richardson Wheat, and Oat Separators are provided. These cleaning machines are served by four cleaning legs; one flax leg and one screenings leg. The screenings machines and the Richardson Machines are in the cupola of the working house and discharge to the proper bins direct.

Ladders are provided in every bin and interspace bin in the storage to facilitate inspection, and a man hoist with a clutch safety device is provided for inspecting the working house bins.

The plant is provided with an up to date dust collecting system with a liberal layout of sweepers. The dust is discharged to a dust bin in the working house.

Every part of the plant is well lighted with electric lights placed so that all bearings and operating devices are illuminated at all times.

INDIAN CORN as a cheap and good food for Germany and the Colonies is covered by O. Rammstedt in *Tropenpflanzer*, 18, 1914.

IMPORTS OF CORN, beans and rice into Honduras will be exempt from duty until Aug. 31, 1915, according to the last legislative decree of that government.

Dusty Elevator Problems.

BY W. G. CLARK.
of the Clark Dust Collecting Co.

It is astonishing to note the great loss of life and property as well as the injury to man and machinery, caused by fire and dust explosions in all kinds of grain elevators, cereal and flour mills. It is somewhat surprising to note that in the modern elevators there is a great deal of time and an immense amount of money spent in making them fireproof, so to speak, by constructing same with steel and concrete, automatic sprinklers, etc. At the same time little time and money is expended in trying to catch floating dust, which not only makes the elevator dirty and causes a great loss of material, but often is the very cause of the fires in and around grain elevators. If more attention were given to the elimination of the dust that is floating around in the atmosphere there would be less danger of fire and explosions.

FINE CEREAL DUST floating in the air is as dangerous as gun powder when ignited by spark or flame. We have particularly noted that in large terminal elevators there is absolutely no attention paid whatever to the dust problem, so much so that some of the mutual fire insurance companies will not write any insurance on these houses.

In some of these elevators, when running to capacity, it is difficult to see a man six feet away. This condition is entirely uncalled for, it is unnecessary, it is impractical, it is unbusinesslike for any concern or corporation to tolerate such a condition in any grain house.

A superintendent of a large elevator in defense of this condition, said, that they did not wish to pull this dust out of the grain as it added to the weight of the grain. But, a large percentage of the dust that was floating around the plant and escaping out through the windows and doors was lost, where with a good dust collecting system this could have been collected and saved, and if it is the desire of the grain elevator owners to put this dust back into the grain it would be a very easy matter to do so. While I do not think this is the right policy to follow it is nevertheless a fact that a dust collecting system can be designed by which the suction is regulated so very little dust will be pulled out of the grain, but at the same time it would stop the dust floating around in the atmosphere. Furthermore this dust would be saved and could be disposed of in any manner to conform to the wishes of the operator.

ALL CEREAL DUSTS when in suspension in the air are dangerous. It is also injurious to a man's health and a dissatisfied employe or a sickly employe will not or can not do an honest day's work no matter how hard he tries. The whole problem, therefore, is a business one for the proprietors of these elevators, and should be considered so by them. An efficient dust collecting system is a money-saver and a revenue collector. It will also reduce the fire and explosion hazards.

We find it very dusty in large elevators where they transfer grain from one bin to another, also in loading and unloading cars. Most of this dust can be collected, and with the modern metal dust collectors now on the market, and with proper engineering and designing of a dust collecting system there is no reason or excuse for the terrible condition now existing in the majority of grain houses and cereal plants.

In a report furnished by the Millers Mutual Casualty Insurance Co., on dust

explosions in grain elevators and cereal mills from 1912 to 1914, it has been computed that the average property loss from fire and explosion amounts to \$500 per hour. These are figures that have been verified by actual results. Furthermore, the injuries and loss of life of employes from explosion in this same length of time was 117, which is 130% more than from any other known cause in said industry. In 1913, in one explosion there were 33 men killed and 70 injured. This is in one plant.

The U. S. Dept. of Agriculture furnishes the following statistics: that in sixteen cases there were four explosions took place in cereal mills, 3 in grain elevators, 2 in feed mills, 3 in starch factories, one in a glucose factory, and three in flour mills. The result of these explosions was that eighty men were killed and 122 injured, and the total property loss exceeded \$2,000,000.00. Such figures as these are quite sufficient to demonstrate the danger of dust explosions and this Bureau is now working in a scientific manner to discover some way of preventing the frequent accidents in these industries.

We quote a report of the Twenty-seventh Annual Convention of International Ass'n of Labor Commissioners in Chicago, May 6th to 9th, 1913. This report was given under the heading of "Dust Removal" as follows:

"Careful and practical means should be taken to keep the factory or plant as free of dust and fumes as possible. Constant breathing dusty air often leads to tuberculosis in a very short time. Experience has shown that mechanical means are absolutely necessary to insure proper removal of dust. This mechanical or exhaust system should be direct from hoods which inclose the objectionable source as completely as possible. The designing of said exhaust system is a matter that should be entrusted to an expert in that line, and not to local tinsmiths or superintendents, providing economical and practical results are desired." I think this strikes the keynote to this question.

DUST EXPLOSIONS are generally classified as mysterious, but the cause of 99% of these explosions are not mysterious, but self-evident and can be plainly seen in dangerous dusts floating around the plant. True some fires and explosions may originate from spontaneous combustion, but in cereal dust we figure that spontaneous combustion must originate from heat, which is sometimes caused by moisture coming in contact with the fine dusty particles mixed with the grain and said dust becomes heated as it has no source of ventilation. Therefore, in private grain elevators or storage houses connected with mills, we think a good plan would be to eliminate such dust before it is stored in the bins. This dust must be removed before the grain is ground and I cannot see why it cannot be done before the grain is stored away.

By subjecting the grain before storage to a suction the largest percentage of the dust could be removed and also bugs and insects such as weevil which sometimes cause the grain to heat. The removal of chaff and other foreign matter would also be assured.

LARGE TERMINAL ELEVATORS should pay particular attention to cleaning up the dust. While these houses do not, as a rule, store grain for any length of time, and would probably not consider cleaning the grain before storing it, nevertheless, it remains a fact that they could

improve the general conditions of their plant as to dust.

It is strange to think that with the millions of dollars invested there is this marked carelessness in the average terminal elevator. It is time they were taking steps to overcome the present conditions. Such indifference and carelessness on their part can only lead to one disastrous result, and that is the destruction of valuable life and property.

An Iron Clad Kansas Elevator.

It is gratifying to note that some elevator builders are giving serious consideration to the shingle roof and the locomotive spark hazard. They are covering the elevator and all the adjoining structures with iron and giving it such a pitch that both water and cinders will quickly pass off. The builders of the elevator illustrated herewith always make it a practice to give roofs at least a half pitch, with the exception possibly of shed roof over the driveway, office or engine room, but even these are given at least an 8 inch rise to every foot.

As will be seen by looking at the roofs of the buildings on the Ellsworth Elevator, all will shed water and sparks quickly, and what is more, the building is better braced where the roof has a steeper pitch.

The Ellsworth County Co-operative Grain Ass'n of Ellsworth, Kans., has recently completed one of the most modern, up-to-date country elevators, coal sheds and warehouses in the west.

The elevator has a capacity of 35,000 bus. and is iron clad; siding and roofing being connected and grounded, making good protection against lightning.

The elevator is of studded construction

with 2 x 8 studding, 12" on center, 4 x 8 rod girts with $\frac{3}{8}$ " tie rods in first four belts, and $\frac{3}{4}$ " tie rods above, all full depth bins have concrete bin bottoms and hopped to boot. The pit is 24 feet deep. The pit walls have 60" footings, full flush tapered to 11" at top. Outside walls under elevator are 42" wide at base and tapered to 10" at top, and are 10' from base to top. Grain storage starting four feet below surface of ground.

The equipment consists of two stands of elevators with 12" x 6" buckets, Van Ness non-chokable boots and self-supporting heads, 20-H. P. oil engine, wagon scale, 2500-bu. Richardson Automatic Scale, Barnard & Leas three roller mill, Eureka Cleaner, Automatic Dump Controller, rope drive with friction clutches, Van Ness Double Safety Manlift from cupola to pit.

They have a modern coal house, which has elevator to carry coal from car to bins and bins hopped to run coal from bin to wagon—a screen in wagon chute screens the coal and screenings on all is spouted to small bins and stored there for sale.

They have a feed warehouse 26' x 40'. Office, 14' x 26'. All buildings are iron clad and modern in every respect. The community is proud of the enterprise of this organization, which has expended over \$10,000.00 in this modern plant. The R. M. Van Ness Construction Co. built and equipped the entire plant.

I COULD NOT get along without the Grain Dealers Journal.—W. D. Russell, agt. Lincoln Grain Co., Milligan, Neb.

I LIKE the Grain Dealers Journal; it is a big help to me.—J. W. Bruce, agt., G. H. Dulle Mfg. Co., Wooldridge, Mo.

Rate Reducing Pointers for Elevator Owners.

BY R. G. SHAW,

President of Field Men's Ass'n.

Undoubtedly there are too many fire losses in the United States in all classes of risks and waste is appalling to those who give the subject serious thought. I make the following suggestions to mutual policy holders or prospective policy holders:

Replace shingle roofs with metal or composition roofs.

Ironclad frame buildings.

Equip with standard lightning rods, properly grounded.

Remove shafts where they pass through bins unless substantially protected by enclosures.

Install motors and electric wiring of all kinds in accordance with rules of millers mutual insurance companies.

Provide exhaust pipes and mufflers of gas, gasoline or oil engines, with ample clearance from combustible materials.

Provide "man size" basements or pits, with convenient stairways, so employees can conveniently clean them and so bearings on shafting, shellers, boots, etc., can be easily inspected and oiled and kept in safe condition.

Do not use wood pulleys in concealed or unconcealed places.

Care for oily waste by keeping it in metal cans and remove from building before closing the plant for the night, or over Sunday.

Safe installation of stoves and other heating apparatus and the use of properly constructed brick chimneys.

Keep inside and outside of plant clean and free from rubbish, dust, cobs, shucks, weeds, etc.

Keen water barrels and buckets and chemical extinguishers in place and in readiness for instant use.

I believe practically all the mutual inspectors do all of the above and more, and study other hazards presented to them in their daily work, in a painstaking, conscientious manner. Their work does reduce the losses and the hazards, but it would be even more effective if owners of properties inspected would more closely follow their recommendations.

COMPLETION of the barge canal system was the subject of a meeting recently held at New York, N. Y., by representatives of the Buffalo Chamber of Commerce and the Canal Com'te of the New York Produce Exchange. Efforts are being made to complete the system without delay.

ALL STOCKS OF WHEAT in India will be taken over by the government and the selling prices fixed by the viceroy's council. Exports will be limited to such quantities as are considered expedient, and the present exporting firms will be used as agents. Any inflated profits made possible by advanced prices will be seized by the government.

SHIPMENTS OF FEEDSTUFFS into the state of Virginia must be made only in new sacks and it is further required that an affidavit be filed with the transportation company at point of shipment, a duplicate copy to accompany the waybill for shipment.—A. P. Husband, Sec'y, Millers Nat'l Federation.



35 000 Bu. Iron Clad Elevator at Ellsworth, Kan.

War Affecting the Grain Trade.

THE CHILEAN GOVERNMENT has suspended the duty on wheat owing to the high price of bread.

THE SPANISH GOVERNMENT has decreed that wheat and flour will be exempt from import duty or transport tax until June 30.

NO FURTHER WAR RISKS will be issued by the Treasury Dep't on vessels bound for European countries now at war, until further notice.

THE DUTCH STEAMER Noorderdyk, which cleared at Baltimore, Md., Feb. 4 with a cargo of wheat and corn for Rotterdam, is reported as having been torpedoed in the English Channel.

HONDURAS has removed the import duty on corn, rice, beans, and other products despite the fact that imports for the last six months have been the heaviest in the history of the country.

THE WORKERS WAR Emergency Com'tee has urged the British Parliament to seize all wheat in the country, and asks that the supply be resold to the public to guard against a food shortage.

ITALY HAS REMOVED the duty on wheat to Jan. 1, 1916. In a previous order that government abolished the duty to June 1 of this year, now adding an extra 7 months of free importation.

STEAMER BLUEJACKET, with a cargo of wheat, was attacked by German cruisers off Beachy Head and the crew took to the boats. The Bluejacket was badly damaged but remained afloat.

THE BERLIN City Council has withdrawn its restrictions regarding bread and baking of all-wheat bread is now permitted without penalty. Formerly only 70% of wheat flour was permitted.

GRAIN to the value of \$6,000,000, seized by Germans in Antwerp, has been shipped to Germany, the Belgians being paid for the property with a new issue of paper money put out by banks of Belgium. This paper is worthless, however, outside of that country.

THE PROFITS from one acre of land will be set aside by each of the farmers in Manitoba, Saskatchewan and Alberta to help swell the "patriotic acre fund." The proceeds will be used for the relief of those rendered needy in Great Britain because of the war.

THE INFLATED PRICES of wheat in Great Britain are ascribed by J. A. Seddon of the British Trades Union Congress to inaction of the government, gambling in the wheat markets of the world, and "criminal exploitation and robbery by the shipping ring of England."

THE H. WIENER Co., Antwerp, Belgium, is made defendant in a suit for \$4,000 filed by the Norris Grain Co., Chicago, to recover loss sustained on the purchase and resale of 200,000 bus. wheat, the foreign company canceling the order after declaration of war.

THE CARGO of the William P. Frye, the American sailing ship sunk by the Germans, had been purchased by an English firm while the grain was in transit. As the cargo was fully insured by the United States government neither shippers or purchasers will suffer any loss.

INDEMNITY will be demanded of Germany by the United States for the cargo of wheat carried by the steamer William P. Frye at the time it was destroyed by the German cruiser Prinz Eitel Friedrich. President Wilson announces that formal representation will shortly be made, the demands including value of the vessel.

GOVERNMENT of the Union of South Africa is calling attention to the existing shortage of maize for military operations. After regulating its export the government is offering an enhanced price, and if sufficient is not forthcoming as a result, confiscation will be resorted to.

THE CITY OF BERLIN has been divided into 170 bread districts, each with 11,000 to 12,000 inhabitants. Cards entitling the bearer to 4.4 lbs. of bread weekly have been issued. Punishment of bakers giving bread to persons not having the proper cards has been made sufficiently heavy to prevent misuse of the system.—Consul Gen'l J. G. Lay, Berlin.

THE WAR GRAIN Co., Berlin, Germany, the government's main instrument for collection and distribution of grain, is expected to purchase 4,000,000 tons of wheat in a comparatively short time. This is estimated to require dealings with 5,000,000 producers and calls for the employment of a small army of officials. More than 500 employees and 3,000 com'sners are now on the pay roll.

Elevator Wrecked by Freight Train.

A broken rail in the side track at Shelby, Neb., on the morning of Mar. 2 threw a backing train off the track. The end car, forced by the momentum of the line of cars and the locomotive pushed its way into the grain elevator a distance of 20 ft.

The house on the track side slid about 10 ft. on its foundation. The whole corner is gone and the whole house is leaning in a very dangerous condition. Not a single bin in the building remained whole. All the hopper bottoms are crushed together, and the wreck is made more complete by a twist given the house so that every shaft is bent. The grain in the house, comprising corn, wheat and oats, is badly mixed.

The fotograf from which the engraving was made was taken a few minutes after the accident. Immediately afterward props were put up to keep the building from toppling over when the box car was removed from the corner.

Two men in the elevator had just left the building on an errand and two others happened to be safe in the elevator office, so no one was injured. The superintendent and the claim adjuster of the Union Pacific Railroad Co. arrived promptly on the scene; and the Farmers Elevator Co., which operated the house, engaged an expert to estimate the loss and damage, but no agreement has been reached as to the settlement for the loss.



Farmers Elevator at Shelby, Neb., Wrecked by Freight Train.

Hearing of Western Roads Closes.

Closing testimony in the hearing of the western railroads' application for a big increase in rates brot out the ridiculous statements that freight rates on grain have steadily been reduced in recent years. Representatives of 41 western railroads were gathered at Chicago, where the hearing was held, to assist Frank P. Eyman in presenting their side of the story to the Com's'n, while Clifford Thorne fought for the grain dealers of 18 states, and challenged one of the railroads' statements which declared that the opposition was using a selected list of figures.

State regulation of rates thruout the southwest was advanced by the railroads as the cause of "lowering the rates so that the railroads can not make a living on carrying these commodities." Texas was held largely responsible and much of the railroads' grief was traced to that state. Naturally nothing was said of the bleeding each of these 41 railroads is receiving at the hands of promoters.

E. B. Boyd, chairman of the Western Trunk Lines Com'tee, in testifying for the railroads said that originally the rates on wheat and corn from the Missouri river to Chicago were 21 and 19c, respectively. In one of the rate wars these rates were reduced to 6c, and finally rates of 17 and 16c were established in 1905. Since that time various rate reductions have carried wheat to 15¼c and corn to 14¼c. The "one cent advance" asked, therefore, would leave the rates lower than those prevailing in 1905. The proposed rates, he said, are lower than those prevailing in the northwest, altho the latter rates are based upon an unduly low scale thro the effect of the unreasonably low distance tariff in Minnesota, which, he said, is lower than anything west of the Illinois-Indiana state line. They are lower also, he said, than the rates into Central Freight Association territory.

When the question of grain loss and damage claims was brot up by the railroads as further reason why they should be granted increased rates, Judge Helm before whom the hearing was held, asked the very sensible question if any attempt had ever been made to reduce the number of claims instead of asking for increased rates as a means of greater revenue. Mr. Eyman of whom the question was asked replied that this system had been tried but the roads had always lost.

THE MILLERS Nat'l Federation will hold its annual meeting of directors, delegates and members at the Hotel La Salle, Chicago, Ill., April 9.

Fireproof Corn Crib.

Taking their cue from the farm where rail cribs and other makeshifts are deemed good enough to hold ear corn, too many of the cribs built for grain dealers are poorly put together of wood and are a constant invitation to fires.

Ear corn is a cheap commodity; but its requirements for safe storage are exacting. It is difficult to harmonize ventilation with protection from the weather. In the crib shown in the engraving this has been accomplished by providing a good roof with overhanging eaves. This crib is entirely of steel and concrete, except the floor, which had to be made out of wood to insure the corn keeping.

This crib is 150 ft. long, 28 ft. wide and 30 ft. to the eaves, and holds about 50,000 bus. of ear corn. The floor is on concrete walls and well up from the ground. Well detached is the wagon dump, of wood, from which the corn is put into the crib with a drag belt running along the top of the crib, carrying the corn where desired.

The outer frame is composed of 24 steel upright I beams, connected by 7 tiers of horizontal bars of angle steel. Inside the bars are verticle steel strips retaining the wire netting that holds the corn. Both ends are braced, as are the alternate side panels.

The cost is a little more than wood, but the owners, the National Elevator Co., of Indianapolis, Ind., built the crib at Hildreth, Ill., as an experiment, hoping to get back the investment thru saving the enormous cost of repairs on the ordinary wooden crib. The crib was designed by H. J. Berry, manager, and Elmer McClain, the company's country elevator superintendent.

HARVESTING in certain sections of India is being delayed by rains, while dry weather prevails in those parts of the country which will not harvest for some time. Hailstorms have caused some damage.

THE BINDER TWINE required for harvesting grain in normal years amounts to 200,000,000 lbs. per year, and 75% of the product is made from henequin sisal fibre. This is produced in Yucatan and exported from Progreso. The disturbances in Mexico have already caused a shortage of fibre in the United States. During the first two months of 1915 only 67,489 bales of 350 lbs. each were imported, compared with 156,659 bales for the same period last year and 111,654 bales in 1913.



Fireproof Corn Crib of National Elevator Co. at Hildreth, Ill.

What Is the Matter with the Grain Business in Kansas?

[Continued from page 329 of the Grain Dealers Journal for March 10]

FARMERS SOLD EARLY.

Blaine, Kan.—Nearly all the farmers here sold their wheat early in the season, receiving from 65c to 68c per bu., and in shipping it to market we did not as much as break even on the grain. It costs us 2c per bu. to put grain thru our elevator. The price of wheat did not go up until ¼ of it was shipped to market. On what little was held we made a fair profit on account of the sudden advance. Papers thruout the country are harping about the farmers of Kansas and other states getting such high prices for wheat, but that is all nonsense, as they sold their wheat for 65 or 70c per bu.—Shea Bros.

CONSIGNS ON ADVANCING MARKET.

Formosa, Kan.—Common horse sense cuts as big a figure with the country elevator man as with anyone else. The Kansas grain dealers come as near to making good as dealers in any other sections. As a rule, we have less trouble with damaged grain than is experienced farther east. The excessive profits we are getting at present will perhaps be a menace to many, as it may create the speculating habit. Usually I aim to sell on the same market on which I buy, but when a gradual rise seems to be on, I consign, and in the last three months have consigned almost exclusively. In some cases this has been worth \$100 on a single car, but when the reaction sets in some of us will pay the fiddler, with interest.—J. Jacobson.

A MILLER'S VIEWPOINT.

Hutchinson, Kan.—We have only a storage elevator in connection with our mill, and know of no particular trouble with the grain business in Kansas. But we do know that there is a great disparagement in the price of wheat we pay the country elevator and the price he pays the producer. If we could get in touch with the farmer we could get supplies for much less than at present, and also make money for the producer. In other words, the elevator man stands between the farmer and miller, by paying a low price to the former and charging a higher price to the latter. Then, too, in nearly all towns of importance in Kansas there have sprung up in the past few years a lot of fellows who call themselves brokers. These men rent an office, hire

a stenographer, put in a long distance telephone, and they are ready for business. They get options on almost every car of wheat the country elevator men have to offer, then call up the millers and offer this same wheat at 1 to 2c per bu. over the dealer's price. The miller must buy either from the elevator operator or the broker and when the latter has an option on all wheat at the elevator, the miller has to pay the price. These brokers are hurting all who deal in grain; they should be eliminated, but the question is "How can it be done?"—The Monarch Milling Co.

TOO MUCH COMPETITION.

Morland, Kan.—The grain dealer is considered a crook by the farmer, and as he thinks the grain business is a snap, he begins to meddle with it. That is the reason we are swamped with competition. This town handles only 150,000 bus. of wheat annually, and has three elevators, one with 40,000 bus. capacity. Any Tom, Dick or Harry can buy grain, and the railroad company will allow him to scoop or use a portable elevator, leaving the lease paying elevator man stand holding the bag. We do not store grain or advance money to farmers and in determining our margin consider the grade and freight rates.—G. W. Stober.

DEPENDS ON OPERATOR.

Purcell, Kan.—For the last 7 years I have made money in the grain business in Kansas, and made a heap in 1914 and so far in 1915. There are always men in every business who if you gave them a pick and placed them in a gold mine with nothing to do but dig and market the gold, would be penniless at the end of a year. I don't believe in doing business for glory, but try to get a good living margin. If a station handles 100,000 bus. it should net at least \$2,000 over all expenses. I always consign my grain and buy with a 2 to 4c margin. This is often 6 to 10c by the time the grain gets to market.—J. H. Pauly.

DOWN TO ONE CENT.

Langdon, Kan.—We would like to buy all of our grain by grade, and try to do so, but the farmers bluff us into taking all wheat at the same price. We bid for it according to grade, however, altho we can not always buy it that way. We find that 1c per bu. will run grain thru the elevator. We keep in touch with the condition of our business thru the accounting system. In determining the margin necessary we look over the previous month's business, and if we fell down the margin used that month is increased. The small sum of \$100 would cover all of our 1914 losses on options, this being only a small line with us. Our losses on cash wheat were also small and the gains on cash about 90%.—J. A. Lyons, Farmers Elevtr. Co.

LABOR TROUBLE at Liverpool, England, is increasing the shipping difficulty at that port. Forty steamers are waiting to obtain discharging berths and congestion is acute.

IF THERE WERE no fires Americans would save more money in the course of one year than the entire interest bearing debt of the United States—more than the cost of the Panama Canal—more than the combined cost of the army and navy added to the interest on our national debt twice over—more than the total government expenses. The money saved would equal all the gold coin held in five foreign countries.—Edward Atkinson.

The Leg the Greatest Fire Hazard in An Elevator.

BY THOS. F. HALL.
of the Hall Distributor Co.

The fire hazard in a grain elevator is in the elevator leg. Aside from this leg, there should be no greater hazard in a grain elevator than in a warehouse. But an elevator leg without a non-chokable boot (as they are usually constructed) contains a dynamo for producing electric sparks—for producing fire, and they are almost as effective and as efficient for this purpose as the sparking arrangement in an automobile.

A choke in the boot locks the cup belt fast so that it cannot move. The cups are loaded with grain and the cup belt has a contact surface with the head pulley of over 180 degrees, and therefore possesses the weight of tons on the head pulley. This pulley continues to revolve under this loaded belt, at a surface speed of about 500 feet per minute while the belt remains still. The cup belt is rubber—the head pulley is rubber lagged. Could a more perfect device for producing fire be constructed than this?

When the choke occurs, the operator's mind and attention is on the boot to clear the choke, not up in the cupola where the fire is.

The interior of an elevator leg is surcharged with dry combustible material. The spokes of the head pulley and the interior walls are bannered with lint, rags, dust, and strings, and every projection in the leg is loaded with dry dust. When this dynamo sends out its sparks, immediately ignition of these combustibles follows, and a fire is started in the leg. Right here is where ignorance prevails, where deception rules, why so many elevators are destroyed.

When a choke occurs, it is usually cleared as soon as possible and the leg started to elevating again. But clearing a choke is almost working with one's eyes shut, so dense is the dust that one can scarcely see, and the smoke does not descend into it at once. If the leg is soon put into operation again by removing the choke, the moving grain may extinguish the incipient fire.

Therefore, fires or sparks which are certain to start with every choke may with almost equal certainty (in many instances) be self-extinguished, until one is inclined to think there is no danger of fire from a choke.

Another deception is in the point where the fire breaks out. It always originates in the elevator head where the "dynamo" is. It may break out there. If so, a hot box is the scape goat that is accused of being the incendiary. The ignited parts may fall before fire breaks out, lodge in the leg and break out anywhere. But if they fall to the boot and fire breaks out there, it is a hot box again, altho there is hardly ever a hot boot box, because the boot pulley is simply an idler to guide the belt and does little else when cups are loaded and belt is stretched, as the belt loses its contact. These ignited combustible things may burn quite a while before they ignite the wood work of the leg. Sometimes hours may elapse after the choke, hence it requires thought and study to locate the cause.

The most astonishing feature of this remarkable phenomena is that this plain, indisputable cause of all elevator fires that occur in the leg should be left to speculation, theory, and doubt when an insurance inspector can be deputized to test it in any grain elevator in a few moments' time and determine its truth

or falsity beyond cavil or dispute, by simply visiting an elevator head after dark and making just one experiment of five minutes' duration.

Hot boxes do not occur as a rule either at the head shaft or the boot shaft. The former is about the slowest revolving shaft in the elevator, making only 35 to 40 revolutions a minute. It would be about the last shaft to heat, and the boxes are in plain sight, while the "dynamo" is out of sight, and at the moment when fire is started, the operator's attention and thoughts are on the choke in the boot to get it cleared ready to start again.

An elevator having dependable non-chokable boots will never have a fire originate in the leg. Such a fire is unknown. But the whole trouble is, Who could tell from ordinary processes of locating causes, where the fire starts in a leg and why?

Evidence on Barley-Mixed Oats.

Following the seizure of 28 carloads of oats at Baltimore shipped as No. 2 white by the Armour Grain Co., of Chicago, the government is taking testimony at Baltimore and Chicago to show how the barley got into the oats.

The excuse for the seizure is that the oats were adulterated with barley. This is a joke. Mixing of barley into oats is not an adulteration, as the barley is wholesome and has genuine feed value. This mixing simply gives the farmer a market for much barley that is too thin for malting.

Adulteration is a fraud either upon the pocketbook or health of the consumer. Barley mixing is neither. The mixture is wholesome; and the buyer knows what he is getting. The grain inspection rules of the states and of the different exchanges do not permit the grading of barley mixtures as oats if they contain more than 5 per cent of barley.

If a sample of oats contains less than 5 per cent of barley, the elevator operator in order to bring up the sample to the standard expected by the buyer legitimately can run in added barley.

At Baltimore Wm. H. Callahan and Raymond C. Severance, food and drug inspectors, testified that they had seen the mixing of oats and barley at the plant of the Armour Grain Co.

At Chicago Mar. 22 H. D. Richeson of the Armour Grain Co., testified that "We are permitted to put a certain amount of barley in oats and we try to keep within the limit." Joseph Stewart, manager of the company's Minnesota Elevator at Chicago, testified it was customary to mix the two grains.

Presumably the government will continue its attacks on oats mixing until it receives a setback similar to the decision against the government in the wheat mixing case, known as the Hall-Baker decision. This lawsuit with Uncle Sam's pure food annex of the Dept. of Agriculture cost the grain exchanges \$3,732 in appeal costs, but established their right to make shipments under the protection of regular official state grain inspection certificates.

Hitherto on oats shipments the shippers have consented to handle the seized grain under invoicing and with cleaning as dictated by the pure food officials, as it was cheaper to do this than to fight for their rights.

REGARDLESS of how low an insurance rate is enjoyed at present, it can be made lower, or more "enjoyable." If not cash, in the satisfaction of knowing that every precaution has been taken.

Elevator Observations.

BY TRAVELER.

ELECTRIC power is becoming so commonly used in grain elevators that some users must take on new responsibilities if they are to operate their plants with the same degree of safety as formerly. Recently I stepped into an elevator where some repairs were being made on the machinery, when a meddling boy passed by and turned on the switch. The machinery was started and the repair man had a narrow escape from being caught in the gears. Switches should be locked, shut or open, so that no interloper can interfere with the plans of the elevator operator.

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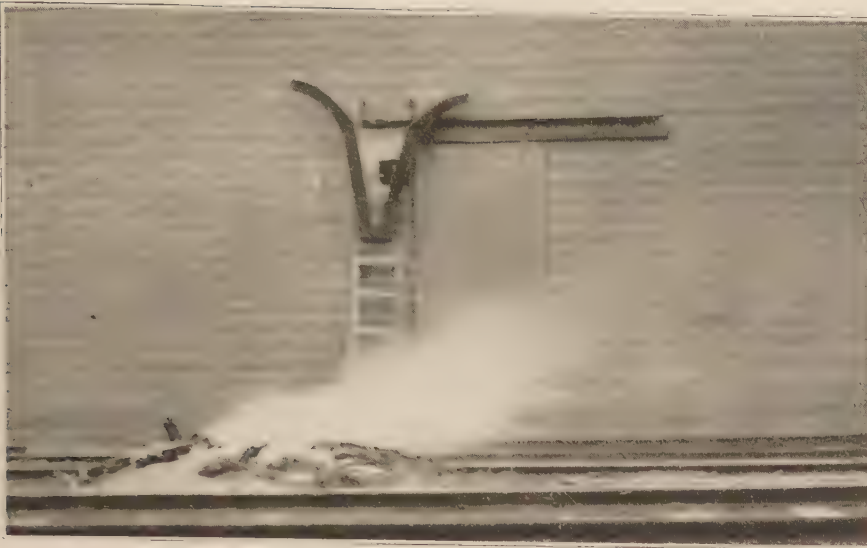
IN my travels among grain elevators, I occasionally see water barrels containing a little water, but in visiting the plant of J. H. Phelps at Lost Nation, Ia., recently, I found his barrels full, and the buckets with cone-shaped bottoms were hung from a peg in the wall. Inasmuch as they will not stand on their bottom, they are never borrowed or used for other purposes. However, Mr. Phelps does not depend entirely on water barrels for protection against incipient blazes. He has fire extinguishers placed at convenient points about his plants and keeps them well enough dusted so that anybody passing by would readily distinguish their purpose. Another good suggestion I found in this elevator was that "Safety First" cards were tacked up, to keep everyone on guard against accidents.

* * * * *

IN VISITING George Long's elevator at Bushnell, Ill., I was startled to see a lantern hung on a very small nail, so as to permit the chimney to rest against the cribbing. The driveway was filled with all kinds of rubbish and dirt and very dusty, so that it would have been an ideal place for a fire to start. And what is worse, I learned that that lantern generally hangs there lighted. It seems that



Lantern Hanging Against Cribbing.



A Bonfire Built Close to a Morristown, Ind., Elevator.

the arrangement of the house is such as to form dark passageways and makes it necessary for workmen to carry a lantern in their travels about the elevator.

* * *

TRASH, rubbish and debris should not be permitted to accumulate or remain piled up about the elevator. If it gets thoroly dried out and a few locomotive sparks land on it, a fire may start which will result in the destruction of the elevator. One day recently in Morristown, Indiana, I waited for an elevator manager, while he helped load up two full wagon boxes of old boards, weeds and some waste, to be hauled away from his elevator for burning. The same afternoon as I walked down the track to the office of another elevator man, I was stopped by the fire shown in engraving given herewith. He had simply raked up all the rubbish on the track side of the house and burned it where it lay. Of course this fire did not do the ties or the rails any good, but worse than that, it placed the elevator in such jeopardy that I did not hesitate to call his attention to the fact that the wind was blowing hither and thither and might carry some sparks from the burning pile in thru some crack or opening in the wooden wall of his elevator. The bon fire was not over 12 ft. from the elevator and nobody was watching it. This firm had a good cob burner



Broken Tile Chimney on Elevator at Beatrice, Neb.



Sparks Catching Gables of an Indiana Elevator.

and could just as easily have thrown this rubbish in the cob burner, or pulled it further away from the elevator, but they did not stop to think of the danger. Doubtless just such thotlessness results in the destruction of many good elevators.

* * * * *

BROKEN CHIMNEYS which permit sparks to fly out on the roof should not be tolerated by any grain man who is anxious to remain in business. At Beatrice, Neb., I found a tile chimney from the office of an elevator in a condition that forbid its use with safety. The connections had become broken. At best, a horizontal chimney is undesirable. It is quite sure to become filled with soot and when it burns out sparks will fly everywhere. Broken windows admit sparks from passing locomotives and windows which are covered with old papers catch the sparks. Openings of all kinds on the sides exposed to locomotive sparks should be covered with wire screens, so that live sparks cannot gain admission or a lodging place.

A HOUSE OF SEVENTY gables is not entitled to a place along the railroad track, as it affords too many lodging places for sparks emitted by passing locomotives, and it is especially dangerous if the roof and sides are all of wood. No grain man would build an elevator like the one I recently found in Indiana, neither should they permit gables to be built on in the manner shown in the illustration, as by so doing the fire hazard will be greatly increased, all to no purpose.

SHOULD OUR OWN COUNTRY again raise big crops on enormously increased acreages, we will no doubt have a great surplus of grain to sell and low prices. Under the circumstances, we feel that holders of grain of all kinds should sell soon. There is too much chance for a lower level of values later on. The short side seems relatively the safer side in coarse grain, even if the market shows hard spots and upward reactions from time to time.—Somers, Jones & Co.

Dangers in the Elevator Head.

BY I. C. KING.

of the Grain Dealers Fire Ins. Co.

During the past few years the mutual insurance companies that insure mills and elevators have experienced many losses on the class of elevators known as transfer and terminal elevators; in short, if we may be allowed the expression, the mortality of this class far exceeds its ratio in proportion to the total number of elevators. In almost every case where a fire has occurred in one of these elevators the report of the adjuster reads, "Cause of fire unknown," and often adds the words "Probably hot box," or "Probably friction on account of poor alignment of shafting."

These fires from unknown causes in elevators which are supposed to receive the best of care and attention as to cleanliness and upkeep have been so numerous and costly to the insurance companies, that most of the companies are now refusing to insure elevators of this class. The thought has come to us that if the exact cause of fires in this class of elevators could be determined, it would be found that the head pulley was at fault in many cases.

ELEVATOR BUILDERS advise that in large elevators, notably cleaning, transfer, and terminal houses, since the insurance companies have refused to permit the use of an all wood pulley, the iron head pulley is always lagged with either wood or rubber, and that they are obliged to do this in order to prevent slipping. Particularly is this true where the elevator stands well up in the air, or, in other words, is high, with a long belt and an extra hard pull. Confirming this we find that rubber covered head pulleys are listed in the catalogues of supply houses, and to a more or less extent are being placed in the elevator heads of the smaller or country elevators. Wood faced or lagged pulleys are sometimes used, but the iron pulley with rubber facing is the most general.

The real reason, however, is probably that by using a smaller sized pulley and lagging it, the cost is less and the work equally well done. But what about the fire danger? This danger is given little, if any, consideration. The all wood head pulley is not to be thought of. It is positively a fire danger too great to be considered. A wood lagged pulley is equally dangerous, and a rubber lagged or faced pulley is little better. It has been proved conclusively by actual test that the friction of a canvas or rubber belt over a wood pulley in case of a choke-up will produce actual fire (not mere excessive heat and smoke) in six and one-half to twenty minutes, depending principally upon the kind of pulley used, or size of the pulley and the height of the elevator. A rubber or canvas belt over a rubber faced pulley will produce practically the same result. The only cases in which fire did not result as above were where the belt broke before the burning point was reached. Similar tests where large iron pulleys were used demonstrated with equal clearness that they will not produce fire in case of a choke-up. The fire danger exists in the friction caused by the stopping of the belt while the pulleys continue to revolve. Choke-ups are supposed to be soon discovered, but there are numerous reasons why they are not discovered before resulting in a fire, which in the report is termed an "unknown cause."

FRICITION, whether from a choke-up, or other cause, is one of the greatest fire dangers in a grain elevator. Everybody knows that friction causes heat. Heat produces flame, and flame—well, all fires at the start are of the same size, and being started, every requisite is at hand to help it along. Experts say grain dust will ignite and propagate flame readily, the source of heat required for ignition being comparatively small, such, for example, as a lighted match. In elevating grain large quantities of dust are produced. The heavier dust settles on the floors, while the finer dust rises and settles on the beams, rafters, particularly in and around the head, and other places not easily reached by the ordinary push-broom method of cleaning. In removing the heavier dust, fine dust is again raised in the air and settles with that accumulated before. This fine dust is extremely dangerous. Thus we have ready at hand all the elements to aid and assist the first little flame started through friction of the belt over a lagged pulley, and another loss to be charged to "cause unknown."

WHAT IS THE REMEDY? There is only one thing that will eliminate the fire hazard in connection with a lagged pulley, and that is the use of an all metal pulley of sufficient diameter to carry the load and reduce the percentage of slippage to the smallest possible point. Should we resort to some covering for the pulley that is fireproof, we would only eliminate a part of the danger. The hazard of the belt would still remain, as we cannot have a fireproof belt. And a hazard in the head still exists, but it is not great where an iron pulley of sufficient size is used. We have said that the principal reason for using the smaller sized pulley and lagging it is the cost. An all iron pulley of sufficient size to carry the load without allowing the belt to slip would cost a little more, as would also the head, as both that and the upper portion of the leg would necessarily have to be made a little larger, and possibly the length of the belt extended for a few inches.

OTHER DANGERS also exist at this point because of the construction of the head, and these additional dangers are the rubbing of the pulley against the wood sides of the head, which is caused by not being properly set, or by not running true, the alignment being changed by the shifting of the weight in the house through loading and unloading during the heavy movement of the grain crop, but this latter danger can be practically eliminated by telescoping the leg just below the head, so that the settling of the house will be taken care of through the action of the telescope without effect on the head. If the head pulley slips on the shaft, works to the side of the head, and rubs against the wood, it will cause friction which may start a fire. The head pulley should be keyed on the shaft in addition to the use of the set screw. A set screw alone should not be relied upon. It is well known that if a set screw only is used, through the heavy pull required, the pulley will have a tendency to slip on the shaft, and in slipping, the bite of the set screw always works around the shaft, cutting a spiral-like groove instead of a ring around the shaft. Each time the set screws are tightened, the bite is in this spiral groove and the pulley is not set on the shaft at the point it was originally intended to be set. The use of a key in addition to the set screw would overcome this fault and remove, to a great extent, the possible fire danger from the rubbing of the pulley against the wood sides of the head.

The strut board should not be overlooked. A horizontal strut board under the pulley, though built with one or more inches of clear space between it and the pulley, should never be used. A strut board should be slanting at an angle of 45 degrees with proper side pieces and always to the down leg, making it self-cleaning and avoiding any possible chance of friction through the packing of grain and dirt under the pulley, as it will do on the horizontal board. It would appear that elevator owners, as well as builders, would give these fire dangers in the head more careful consideration. A little extra expense, almost trivial, if put here might prove to be the saving of many times the amount in the prevention of a fire and the destruction of the elevator.

Elevators Must Be Kept Clean and Bearings Well Oiled.

BY M. L. BARBEAU.

of the S. Howes Co.

The reason grain dealers have so many fires is that owners and operators of grain elevators in this country will not go to the expense necessary to guard their plants against fire. Their policy is a short-sighted one to say the least. They seem to have the idea that so long as they are insured, they are protected; but the insurance companies are "paying the piper," and indirectly the elevator owners are paying the bill by reason of unnecessarily high rates to cover their risks.

As to fire prevention, the best antidote is a fireproof house; preferably of reinforced concrete construction and equipped throughout with steel grain cleaning machines, steel elevators and conveyors.

You will find that most fires have their inception in the cleaning machines and the elevators, fast running exhaust fans and similar equipment. Remove these risks and fire will be an unknown quantity.

Too many elevator men keep their plants in a filthy condition, dust covers beams, floors and machinery. A vacuum cleaning system properly installed will keep an elevator clean and eliminate much of the first risk.

Electric lights should be used exclusively. Needless to say all wiring should be installed according to Underwriters' standards.

A dozen or so chemical extinguishers will enable workmen to fight a fire before it is able to get under headway. On each floor a water and salt solution should be kept in barrels and plenty of fire pails provided.

To guard against spontaneous combustion, grain should not be kept in a bin for too long a period without re-elevating.

Every elevator whether large or small should include in its equipment a Magnetic Separator or better still an Electro Magnetic Pulley. Such apparatus will prevent such things as coupling-pins, horseshoes, chunks of iron, bolts, nuts, screws, etc., from getting into the machines and damaging them and perhaps causing explosions.

It is hardly necessary to say that all dust collectors should be placed outside of buildings. It is not sufficient to have them simply exhaust to the outside.

Last, but not least, no man should be put in charge of elevator unless he takes a pride in his work and keeps his plant in clean working condition. The superintendent should see that all bearings throughout his elevator are maintained at their highest efficiency and that they be lubricated at stated times.

A 25,000-Bu. Concrete Elevator Being Erected at Minneapolis.

Success in any line of business depends, in a large measure, on the ability to estimate accurately the hazards and plan to meet them as they arise. The most serious is the fire hazard.

Up to within a few years fire insurance was the only safeguard, with fire insurance premiums a fixed charge against the business. This was only a partial remedy and did not cover the grain dealer's loss of business and profits, which is unavoidable, while the elevator is being rebuilt.

Today the wise grain dealer builds an unburnable structure and in many plants no insurance is thought necessary. With an elevator of reinforced concrete, elevator legs, heads, boots and spouts of steel, and no accumulation of dust permitted with openings to bins closed by fireproof hatches, there is no opportunity for fires to occur.

Recognizing this fact, The Fruen Cereal Co., of Minneapolis, manufacturers of cereal products, decided to build its new elevator and cereal mill of reinforced concrete, and had plans prepared by the Hickok Construction Co., for the elevator, of which sectional elevations and floor plans are illustrated herewith.

The basement extends above the ground and is well lighted. The basement floor is formed by the foundation mattress which extends under the entire area of the building. The work floor is 16 ft. in height, which permits a complete spouting scheme from the bins to the various machines on the work floor.

The bins are square with all bottoms hoppers. The Texas, or cupola, is structural steel frame covered with Self-Sentering and plastered inside and outside with Portland cement mortar. The roofs are of similar construction. The curtain walls of work floor are brick with cement stucco finish. The work floor is lighted

by wireglass, metal sash windows, set high above the floor to permit the piling of sacked products.

The equipment consists of a short scale leg, handling the grain from car to a 2,000 bu. per hour automatic scale, and thence to bins by the loftier legs. The grain is unloaded from cars by a single power shovel.

The power is taken from an induction motor and provision is also made for power transmitted by means of a rope drive from the water turbine in the cereal mill. Power is transmitted by rope drive to cupola, with speed reduced to elevator heads by riveted pintle chain.

On the work floor are rolls for the preparation of the wheat, barley and rye used in the cereal product, also a separator for close grading and cleaning of grain.

The equipment is so arranged that grain can be received, cleaned and put in the bins at the rate of 2,000 bus. per hour. On the work floor is sufficient space for future installation of machines as they are required.

Suggestions for Insurers of Wood Elevators.

BY P. M'ALLISTER.

of the Burrell Engineering & Cons. Co.

In reference to helping wood elevators to burn, beg to say I have a few suggestions to make to insurance companies:

Make no allowance for iron siding and roof unless iron cornice is put on. Also all exposed wood work covered with iron.

Make an additional allowance, even if ever so small, for fireproof windows. We mean steel frames either pressed or rolled section and wire glass.

Make another allowance for steel elevator legs, heads and boots.

The matter of cleanliness about a plant is for the inspector to look after as is also the defective dust and cob spouts about a country elevator.

Poor Foundations Largely to Blame.

BY A. C. RYNDERS.
of the White Star Co.

In over seven hundred elevators that we have built to our knowledge, but three of them have been destroyed by fire. None of these was caused from operation, as one of them had been shut down for three months, another one for over a week, and the other one for twelve hours.

We believe, from a construction standpoint, the most prolific cause is from poor foundations. Letting the building settle and the machinery get out of line, also racks the building until it is not plumb. The water gets in, and when it dries, it makes a place for sparks and a fire to start.

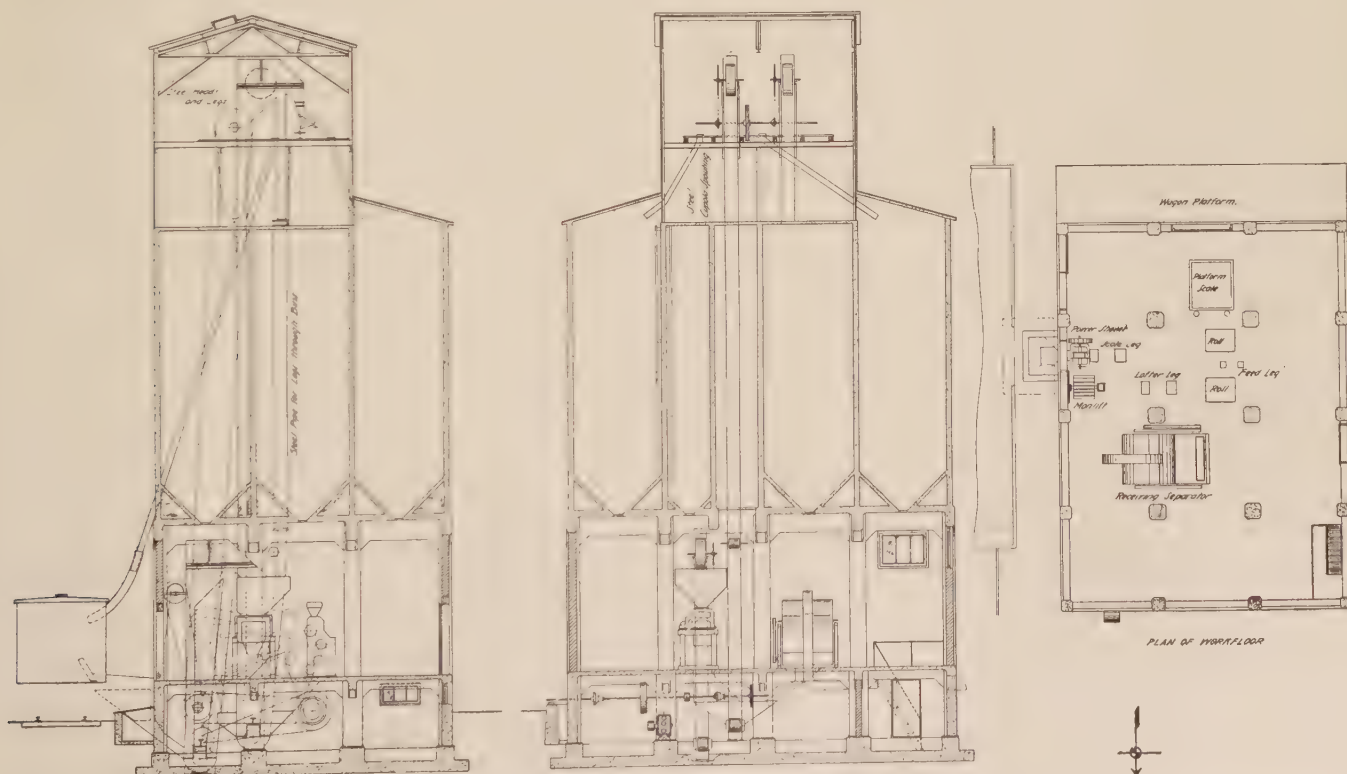
In the mechanical equipment, we advise all bearings to be as far as possible away from the wood. We are now using eight-inch floor stands, which raise the bearings, at least eight inches from the floor. We cover all shafts where they go through the wood with gas pipes.

We recommend a dust collector and fan at the head of the elevator so that the elevator may be kept in a clean condition. If the cupola windows are kept open, they should be covered with a fine mesh wire, so the sparks from passing locomotives can not blow in.

We believe that a barrel of salt water and a round-bottomed bucket on each floor would aid materially in the reduction of fire losses.

NEW ZEALAND has arranged for the purchase of 1,000,000 bus. of Canadian wheat for delivery in July.

WE KEEP our elevator clean by the continuous use of a broom. A helper sweeps all day and the night watchman sweeps at night, so we have a clean house and save the dust.—J. C. Jordan, Indianapolis, Ind.



Sectional Elevations and Plan of 25,000-bu. Reinforced Concrete Elevator Being Erected for the Fruen Cereal Co. at Minneapolis.

Protection Offered by the Lightning Rod.

The money lost to the grain trade annually thru lightning fires is sufficient reason for intelligent consideration of any protection obtainable by every operator. This is especially true in the country, where the elevator and church steeple are generally the highest points in town, the former, as a rule, without a lightning rod.

Records of the Millers National Insurance Co., Chicago, for the 10 years, 1897 to 1906, inclusive, show 72 lightning fires out of 350 occurring in elevators insured by just the one company. This is 20.56% of the total. Reports include not only the central or western states, but the entire country, in many sections of which lightning, as a destructive force, is unheard of. This would naturally greatly increase the percentage thruout that territory where it is considered a menace.

Of the reports reaching the Journal, including Canada, lightning is responsible for over 14% of the total fires occurring during 1914. Statistics covering grain elevator fires for the last 12 years, compiled by the Grain Dealers Fire Ins. Co., debit lightning with 28.25% of its 538 losses paid.

The country operator or manager is a busy man, too much so to care about theories or reasoning as to why lightning exists. He is more concerned about how to protect his property from the known evil. But to fully understand the principle of this protection he must know something at least of the force itself. The old idea that metal attracts lightning is pretty firmly imbedded in the minds of many, but if true, why has a railroad train, wind mill, or high metal frame work never been molested? The very opposite is true; these metal structures can not be struck as they are good conductors of electricity, permitting that which is stored in the ground to pass on upward and conducting the charge from the cloud as safely into the earth.

Another popular error is that lightning is electricity. This is no more correct than to say the light from an electric lamp is electricity. The resistance of the incandescent globe is required in one instance to produce light, and the resistance of air, between ground and cloud, is required to produce lightning. Electricity must first be generated, then as in the thunderstorm, it lays in wait ready to crash thru the air and other resisting bodies into the ground. The flash which we see is merely the visible sign that the deadly electricity is present, and the light is given off by the heat generated in the tremendous rush of the force thru the air.

In proof, the scientists call attention to the fact that lightning never exists on a foggy day, the fog being a moist, non-resistant body readily permitting the current to pass harmlessly thru it into the earth. It stands to reason, therefore, that something must be made to take the place of this fog, and the logical substitute is the lightning rod.

Another important fact to consider is that in the case of a storm, or in the passage of a positively charged cloud over the negative spot upon which is located an elevator, the rush of electricity is just as great from the ground up as it is from the cloud to the earth. Here also a lightning rod provides for the alternating positive and negative currents, transmitting the charges thousands of times each second.

The location of a grain elevator, and the way in which it is constructed, has

so much bearing on the manner of rodding that no set of rules may be laid down to apply generally. The location of machinery thruout the plant also has considerable bearing on the subject. This would indicate that instead of attempting to follow the instructions for rodding issued by various companies, an expert on the subject should be called in. All conductor engineers, however, follow certain basic rules, or principles. These rules provide first good air terminals, preferably of multiple design; good copper cable conductors, in continuous length if possible; at least two grounds, with plenty of moisture around each; and interwoven splices where necessary to make connections.

The value of any system is dependent to a large extent upon the effectiveness of its air and ground terminals. The former should be placed to extend at least 3 feet higher than the point which it is expected to protect and the number determined, naturally by the size of the elevator. As lightning is said to travel upon the surface of its conductor, the cable composed of numerous strands is found to be the more efficient, having more surface than a solid rod of equal diameter. Where such a rod would easily "fuse" the cable with its great total surface would be in less danger. A spliced connection in the cable will offer less resistance than the soldered joint of a solid rod, which is another point in favor of the cable. Unless the joint is perfectly made some resistance is offered, and at these points much damage could occur should the current penetrate the wall or roof of the elevator and enter the interior. Sharp bends in the cable must be avoided for the same reason.

To supply the most effective ground terminal it is necessary that the rod be grounded in permanently moist earth in two or more places, depending upon the size of the plant. This moisture can be best guaranteed by finishing the rod in ground receptacles filled with crushed coke or charcoal, this product retaining plenty of moisture thruout the year.

The lightning rod is not new, but the principle handed down by Franklin and his kite is being improved upon steadily. As constructed today, it is more efficient and substantial than ever before. Regardless of how skeptical men may be, not one argument is advanced against lightning rod use, while volumes of data to prove its value is produced annually by insurance companies and others. A certified report of 64 Ohio and Pennsylvania companies shows lightning losses of \$107,164 in one year on buildings not rodded. The same year the same companies paid out only \$142 in losses on buildings which were rodded, and these rods it is said were installed by amateurs not understanding the principles of alternating current.

The loss to the grain trade is so well known to each individual country operator that unless his plant is rodded he feels considerable concern whenever he hears thunder. The fire marshal dept of Illinois reports that in 1913, 419 lightning fires occurred in just the one state, with an accompanying loss of over \$1,000,000. Individual insurance companies suffered, thru this source, from only 7.88% in one company to 85% in another. In every case the lightning losses were greater than the percentage caused by poorly constructed or defective power plants. In fact, lightning's only competitor for supremacy as the grain trade's worst enemy is the dangerous locomotive spark, which finds a lodging in the dry shingles

of an elevator roof. But of the two, lightning is far more destructive in that it may damage many sections of an elevator in the same instant.

The point of least resistance, after the cupola is struck, is naturally the machinery, shafting or pulleys. Instead of following any certain course to the ground all of this machinery, or at least the combustible sections, may be destroyed, the current jumping from cleaners to elevator legs or separators, as conductors are found. Fires may originate simultaneously in many parts of the building, and if the plant is excessively dusty conditions are ripe for an explosion.

As stated above, tho a plant is rodded the current may create havoc even within the plant unless the work of placing the rod was properly done. The larger and better companies, as an extra precaution, are, therefore, supplying air terminals $\frac{3}{4}$ inch or more in diameter, cables with a diameter of $\frac{1}{2}$ inch or more with a conductive surface of at least 150,000 C. M. cross section, and are electrically connecting all metals within the path of the current, or within 15 feet of the lightning rod, to the main rod outside the building.

The business of installing lightning rods is no longer in the hands of the famous "lightning rod agent" who would praise the cattle, kiss the children, and then scare the farmer into the rodding of every house, barn and crib on the premises. Numerous companies bidding for patronage, are experts on the subject. The dealer should remember that no one is given more than he pays for, and rodding work, cheaply or ignorantly done, might cause more damage than if left undone.

Practical Suggestions from a Builder.

BY C. E. FLORA.

of the Rellance Construction Co.

To prevent fire in your elevator build your foundation strong enough to hold up what you put on it.

Have all your timbers large enough to carry the weight that is put on them, so they will not give in any way.

Have all shafting large so there will be as little wear on the bearings as possible, just enough oil for lubrication and put it on often.

Make proper allowances for adjustment in shafts, and keep them straight and level.

Cover entire building with iron and leave no holes for sparks. Connect iron siding and roofing to earth with steel rods for lightning conductor.

Have plenty of room for all machinery so you can get to it. Put the machinery up strong so it will stay where it is put.

Build your power plant fireproof away from the main building with proper regulations for fuel.

Employ good help to run your plant, many a fire has been caused by neglect.

Do not build your plant too cheap for it will be defective.

BUENOS AIRES futures market is discounting warrants held by the members when issued by companies accepted by the government.

FIRE AND FIRE control are vital subjects worthy of conscientious study. If 1915 can be made to show even a slight decrease in grain elevator fires, as compared with former years, it will be an indication that the lesson has been learned.

Preventing Fires Thru the Thermostat.

BY JAS. M. ANDERSON.

The regular oiling of journal bearings in elevators would greatly reduce the number of friction fires reported annually, but the regularity with which oil is supplied often depends upon the willingness of the operator to make the climb. The installation of man-lifts aids materially in the work, but even when sufficient oil is applied to the visible bearings there may be others impossible to reach without much difficulty. These are often neglected.

Should a shaft be thrown slightly out of alignment, the variation would place unwarranted friction upon the journal bearings along that shaft and unless attention is given immediately, heat and sparks are the logical result. The presence of combustible material or if the plant is excessively dusty conditions are ripe for either a fire or a dust explosion.

This brings out the need for an automatic signal system, and the thermostat. One of these little devices is set on every bearing in the elevator, and registers an alarm in the office or engine room the moment the temperature around any journal becomes greater than 160 degrees. As approximately 400 degrees is necessary before there is any real danger from fire, the operator or oiler has sufficient time to reach the threatened spot.

THE THERMOSTAT operates on the principle of the sprinkler head. It is composed principally of two main sections, a socket connected with the system wires, and a main section which screws into the socket on the order of an incandescent lamp. A spring in this main section is released in temperature of 160 degrees, forcing upward and into contact position, a small triangular shaped metal.

This contact registers an alarm in the office and the man in charge knows immediately that something is wrong along the line upon which is located the registering thermostat. A hurried call with an oil can promptly relieves the situation and a fresh thermostat is substituted for the one which has operated.

Electric wires run in moulding or conduit connect the delicate little instruments and terminate in an annunciator. Signal bells are connected with the system and arranged so as to be sounded on each floor the moment anything is wrong. An automatic testing apparatus is also con-

nected with the system for testing every inch of wire in use. The wires are run in duplicate as an extra precaution, so the breaking of one wire would not stop the efficiency of the service. The break would show, however, upon the recording dial of the annunciator.

Not more than 25 thermostats are placed on one circuit; oftener only 4 or 5. The finding switches, thru which the location of trouble is ascertained, are wired so that the cutting off of current from any group of thermostats or from any one head or boot in an elevator, will not cut off the current from the rest of the elevator. When all the wires in the system are not under a constant battery test a testing apparatus is placed in the engine room, or in any room which is occupied thruout the day. After the daily test, the system is automatically left in normal condition and if otherwise a continuous trouble alarm is sounded.

Ladders should be permanently fixed where needed to make all bearings readily accessible, as often the alarm may be sounded from one of the heads. If time was wasted in a hunt for a ladder much damage might result.

ONE BIG DANGER around all journals or bearings is the accumulation of dust and the drip into this dust of oil from the machinery. The danger from this condition is apparent, the oil-saturated grain dust supplying just so much highly inflammable material for fuel after the bearing becomes heated to the friction spark point. This does not mean that all hot journals cause fires, but they are tempting invitations. A hot journal also means a lack of efficiency, a failure to use the maximum power generated.

In summing up the advantages of the thermostat to elevator operators may be mentioned the elimination, practically of fire's fruitful source; the timely warning of a hot journal, saving the expense of a shut down and rebabbiting of boxes; the gradual but sure increase in the efficiency of all running gear; and a saving of 18 to 25c per \$100.00 in the annual cost of insurance.

Thermostats have been installed in grain elevators since 1898 and are meeting with the same approval today as they did then, showing that the device has real merit. This fact is also further borne out by their adoption by 80 terminal elevators, and the reduction of insurance policies after installation. If the proposition has enough merit to induce insurance companies to lower the rate when installed, it has sufficient merit to interest every elevator operator who is seeking to guard his property.

Machinery Fastened to Cribbing, Causes Fire.

BY T. E. IBBERSON.

One of the causes of fires is due to the fact that the machinery supports are fastened to the cribbing, posts or cupola, while they should not be fastened to any of these places.

The machinery for a country elevator should all be fastened to the leg or legs and the bridge trees bolted into the legs. The legs should be properly telescoped so that when the building settles the machinery will not be thrown out of line and will stay where it is originally put. If the machinery is fastened to the house or to the cribbing, it is impossible to keep it in line and necessarily causes friction, which in turn causes fire.

Thermostats With Alarm Bell.

BY H. M. HICKOK

Of the Hickok Construction Co.

A great many fires in wooden elevators could be prevented if the owners were willing to make an additional investment. For instance, take the hazard from hot journal boxes. Nearly all of the terminal elevators have the journal boxes equipped with thermostats which are connected to a signalling apparatus in the office whereby attention is called at once to any bearing which is becoming heated.

We have often suggested to owners of country elevators that this device installed in their elevator on a smaller scale would be a profitable investment. In fact, we had the matter up with the manufacturers of this device and they can furnish this system with a signal bell at a moderate cost.

This thermostat idea could be carried further, the thermostats being located in the heads and boots and other points in the elevator to signal any rising temperature from any cause. We do not see why this scheme could not be carried still further and a wire could be run to the agent's house, or if this is too far away, arrangements could be made to run it to someone nearby, perhaps the depot agent if they have a night man. Such a system would give early notice of the starting of a fire.

Fires usually start in the vicinity of the boots and heads. Water tanks could be located in the cupola with spouts and discharge valve arranged with fusible links, and the water prevented from freezing in cold weather by an addition of calcium-chloride.

THE POWERHOUSE if attached to the elevator should be built of brick or concrete for both walls and roofs, with windows of wire glass and metal sash, a metal-clad door communicating with the elevator.

The belts should not run directly through the walls of the powerhouse, but either a countershaft should extend through the wall or the engine should have an extended shaft projecting through the wall, and the driving pulley located on these shafts.

Where the powerhouse is detached the beltway should be constructed of studs not closer than two feet apart and the galvanized iron nailed directly to the studs so as to reduce to a minimum the amount of wood used.

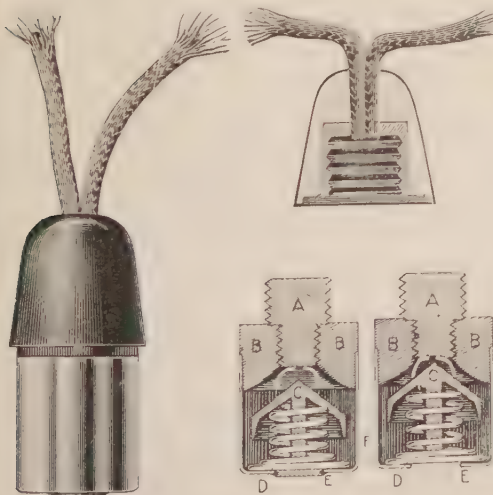
The bearings should be either collar or ring-oiling with large reservoirs of oil.

CONCRETE FLOORS should be placed under the entire elevator and driveway and continuous concrete walls built up to the sills.

The only way absolutely to do away with fires is to build the elevator of concrete or other fireproof materials.

If ALL of the buildings which are burned annually in the United States were placed side by side they would make a line stretching from Chicago to New York. And the milestones of this row of desolation would be marked by grain elevators.

SPARKS and firebrands from a burning mill fell on the roof of E. A. Brown's elevator at Toronto, S. D., and started several fires; but Agent C. A. Chester was there with a barrel of water. He says if it had not been for the barrel of water in the cupola the elevator would have burned.



Left to Right—Socket with Thermostat in Position; Socket Showing Wire Connection; Sectional Views of Thermostat.

Seeds

CENTERBURG, O., Mar. 10.—Clover in good condition; old seed all shipped.—T. D. Updike & Son.

WINFIELD, KAN., Mar. 4.—Much kafir and cane seed in stack has been damaged by recent rains.—G. Clinton Adams.

THE MINNESOTA LEGISLATURE has passed a bill to aid the needy farmers of that state in securing seed grain the coming season.

A CONCRETE block seed warehouse is being constructed by the Farmers Grain & Milling Co., at Sidney, O. The building will be 22 by 64 feet.

BEAVER CITY, NEB., Mar. 6.—Many farmers feeding kafir corn and feterita; plenty of cane seed here; growers holding for higher prices.—Franklin Seed Co.

REPRESENTATIVE MORRIS has introduced House Bill 107 into the Montana legislature authorizing the county com's'ners to issue bonds for the purchase of seed grain for needy farmers.

THE MARTIN COUNTY Pure Seed Ass'n has been organized at Fairmont, Minn., with a membership of 50 leading farmers, and branch organizations will be perfected in each township of the county.

A SHORTAGE of spring wheat for seedling purposes is reported to the Kansas State Agricultural College from all sections of the state. The agronomy dep't is making special efforts to obtain supplies of this variety.

MASON CITY, IA., Mar. 17.—Clover is dull, which means that the price was too high last fall. It retails now at \$10 to \$11 per bu. Seed corn is in good demand, but the call for alfalfa has not commenced.—W. T. Ainsworth & Sons.

THEFT OF SEED grain at East Winona, Minn., is charged against Jack Pellowski, recently arrested at Alma. It is alleged by the Burlington Railroad that Pellowski disposed of 3 sacks of clover seed for \$40, after stealing the product from one of its cars.

P. K. BLIMM, the alfalfa specialist of Rocky Ford, Colo., is experimenting with fall irrigation, believing that one watering in the blooming season will produce good results. The experiment may be extended into several of the western alfalfa growing states.

HENRY HIRSCH, Toledo, O., has registered the word Value, in connection with the design of a money bag, as a trademark, Ser. No. 79,838, descriptive of his clover, alsike, timothy, alfalfa and other grass seeds, claiming use of the word since Jan. 1, 1913.

SUPPLYING CANADIAN FARMERS with seed grain this spring will cost the government \$10,401,958. The cost of the seed supplied is made, in each case, a first charge against the lands. The area in which seed is needed totals 3,473,000 acres, located in the western provinces.

TOLEDO WILL RECEIVE nearly 15,000 bags of clover seed on March contracts for the week ending Mar. 27. All of the previous week however, the market was in a rut, holders of seed being unable to obtain a premium and therefore refusing to consign. Prices are about the same as last year, when a decline of 50c was noted during the last week of March. Deliveries of timothy have been large but most of the product has been shipped out, leaving only a small stock.

MUNCIE, IND.—Alfalfa grows fine in this locality but it is nearly always winter killed. To overcome this difficulty we have interested 88 farmers in our county in the sowing of Grimm's alfalfa seed. This is northern grown alfalfa which weathers the winter in the Dakotas and Minnesota.—The Woodbury Elliott Grain Co.

THE SEED BILL selected by the House Com'te on Agriculture of West Virginia provides that all packages of agricultural seeds exceeding 1 pound in weight must be labeled to show the name, variety of seed, name of seedman, statement of purity, germinating power, and the locality where grown. One noxious weed seed in 3,000 is permitted by this very lenient bill, the enforcement of which has been placed in the hands of the Com's'ner of Agriculture.

LUBBOCK, TEX., Mar. 20.—Sudan is the only cultivated grass or hay crop grown in Texas. Exports of this seed are large and there will not be sufficient to meet the foreign demand. In fact Texas, Oklahoma and Kansas will require all of the merchantable seed obtainable. An enormous acreage will be planted to sudan grass this season on the Texas plains, many of the ranches planting more than a ton of seed. There is some kafir on the market.—C. Ullery.

TOLEDO RECEIVED 2,200 bags of clover seed, 129 bags of alsike and 621 bags of timothy seed for the week ending March 20; compared with 3,240 bags of clover seed, 33 bags of alsike and 1,136 bags of timothy seed for the corresponding week of 1914. Shipments were 5,253 bags of clover seed, 767 bags of alsike and 2,890 bags of timothy seed; compared with 6,053 bags of clover seed, 338 bags of alsike and 1,243 bags of timothy seed for the corresponding week last year.

DESTRUCTION of injurious insects in imported seed, without affecting the value of the seed, is described in Bull. 186 of the Dep't of Agriculture, entitled A Method of Fumigating Seed. The grain is placed in a chamber in which a partial vacuum has been created and the chamber filled with hydrocyanic acid, a very deadly gas, which effectively penetrates into the seed because of the vacuum. A considerably shorter exposure is necessary with this method of fumigation than in the usual method. The acid, however, should be handled only by those who are familiar with it.

PURITY AND GERMINATION tests of seed from 1910 to 1913 are reported in a paper, Iowa Seed Analyses, by L. H. Pammel, and C. M. King, and printed in Iowa Sta. Bull. 146, 1914. The studies include clover, alfalfa and timothy, and attention is directed to the absence of dodder in these seeds under the present state seed law. In 1910, 286 samples of commercial seed were examined compared with 1,058 in 1913. A total of 465 red clover tests showed 96.72% purity, 168 tests of timothy showed 97.75% and 112 samples of alfalfa, 97.3% puritv. The highest for 1 year old alsike clover seed was 96% and the lowest 69%. The highest for 3 year old alfalfa seed was 90% and the lowest 83%. A study of the vitality of the hulled and unhulled timothy seeds covering a period from 1909 to 1913 showed that the hulled seeds averaged 61.4% in germination power, compared with 90.7% for the unhulled seeds.

I FIND it impossible to get along without the Grain Dealers Journal.—E. A. Ericson, agt., Trans-Mississippi Grain Co., Sumner, Neb.

From the Seed Trade.

BELOIT, KAN., Mar. 17.—About the only seed that will be in demand to any extent is alfalfa. On account of the dry weather the past two seasons, and excessive moisture this winter there will no doubt be a large acreage put out. As this is not a clover or timothy country, the main crop will be alfalfa seed. Alfalfa is not very plentiful. Ground is in the best condition it has been for several years for a good seed bed.—B. F. Harmon.

MOORHEAD, MINN., Mar. 17.—The usual acreage of grass will be seeded in this territory. More clover has been saved here than ever before and the demand for seed to be shipped in will be correspondingly less. Other stocks than red clover are in normal supply and the usual demand can be expected. Northern grown seed corn will be in particular demand; growers have learned that their seed corn must be obtained from immediate vicinity and not from 100 miles south.—D. D. Simmons.

TOLEDO, O., Mar. 22.—Clover movement during the first three weeks of March made it an easy matter for the bears to hold prices in check. Receipts of clover for the season to date are 10,000 bags over shipments, but stocks are larger than these figures imply on account of the carry-over. Some figure them at 15,000 bags. Others still higher. The whole question from now on is one of the rapidity of decrease of stocks. Unless the movement becomes much heavier, prices will have a hard time advancing. An indication of the bearish situation is the widening of the discount for April, which has gone to 50 cents under March. This suggests liberal stocks and no fear of a shortage.—Southworth & Co.

TOLEDO, O.—Imports of clover seed were much larger than early bulls dreamed possible. They were big enough to take the edge off of any high priced bull appetite. Domestic stocks too were bigger than earlier reports indicated, and this accounts for the present weakness, and gives the bear a reason for talking still lower prices; at least when the season is finished. Bulls still confident. Many small ones fell by the wayside and sold out. A few small ones waiting for their seed to be delivered before deciding whether to stick or sell out. The big fellows are willing to wait and see if warmer weather won't stimulate things and start more or less new business which would be reflected in the March here. From now on it's only a question of receipts as against new business whether prices go up or seek a lower level. Some look for October to sell at a premium over Cash. Latter would be bearish. Discount at which the April is selling only adds to the bull's load. Buyers of April may not get seed until the last day. Meeting may be out by that time.—J. F. Zahm & Co.

LONDON, ENGLAND, Mar. 8.—The market for clovers and grasses is quiet; one cannot expect it to be otherwise as nearly all the first buying has now been done, and country dealers are waiting for farmers' orders which are delayed on account of the weather. The delays in transport continue, and are already causing much inconvenience in some cases. Steps are being taken to point out to the railway companies, the importance of dealing with seed traffic promptly, at this time of the year. Red clover is of fine quality; new English red clover and good clean useful samples of yearling seeds are being freely offered. White clover continues very scarce. As there are practically

no foreign supplies, we expect to see a rise in this article. No change in alsike or trefoil; both seem good value at present prices. Provence lucerne, sainfoin, kidney vetch and tares are firm. Mustard and rape seed where available are dearer, both very scarce. Thousand headed kale is being bought as a substitute for rape seed; it is thought this article may go much higher in consequence. Grasses are firm; Italian again dearer, also cocksfoot. No change in natural grasses, except that some varieties are becoming exhausted. It is difficult to get fresh supplies forward.—C. W. LeMay & Co.

Imports and Exports of Seeds.

Imports, exports of domestic, and re-exports of foreign seeds during January, 1915, compared with January, 1914; and for the 7 months ending Feb. 1, 1915; compared with the corresponding period ending Feb. 1, 1914; as reported by A. H. Baldwin, chief of the Bureau of Statistics, were, in pounds, as follows:

| IMPORTS. | | | | |
|---------------------------|----------------|-----------|----------------------------|------------|
| | January, 1915. | 1914. | 7 mos. ended Feb. 1, 1915. | 1914. |
| Castor beans, bus. | 62,899 | 61,321 | 421,633 | 522,366 |
| Flaxseed, bus. | 418,355 | 702,562 | 5,341,338 | 5,032,250 |
| Red clover | 2,077,643 | 1,620,572 | 2,939,900 | 3,842,291 |
| Other clover | 1,104,851 | 2,072,463 | 10,901,364 | 15,975,416 |
| Other grasses | 831,452 | 3,739,654 | 13,931,399 | 15,612,921 |
| EXPORTS. | | | | |
| Clover | 2,328,148 | 905,564 | 6,316,137 | 2,874,434 |
| Timothy | 3,674,313 | 1,485,351 | 7,484,673 | 7,227,098 |
| Other grasses | 437,970 | 629,527 | 2,823,740 | 3,506,198 |
| Flaxseed, bus. | 219 | | 578 | 282,221 |
| EXPORTS OF FOREIGN SEEDS. | | | | |
| Clover | | | 420 | |
| Other grasses | | 34,091 | 305 | 46,085 |

I TAKE GREAT pleasure in reading the Grain Dealers Journal.—B. P. Greenfield, mgr. Farmers Elevtr. Co., Hubbard, Ia.

WATCH ROPE drives to prevent friction on obstructions, as even a manlift rope has been known to start fire. This happened at Abilene, Kan. To prevent a second fire a wire cable was substituted for the rope and the box lined with galvanized iron.

Steel Tank Storage at Doniphan, Nebr.

The Hall County Grain Co., which has been in the grain business at Doniphan, Nebr., for twelve years, has recently added an 8,000 bu. steel tank for additional storage.

The foundation is of heavy solid concrete, thoroughly reinforced, and hopped to a steel conveyor below, which leads to the boot of the leg of the wood house adjacent.

The tank is 21 ft. in diameter and 26 ft. to the eave above foundation. The two lower courses of metal are of 3/16" steel, the others are of 1/8" steel. Grain is spouted into the tank thru a 6" steel pipe, direct from the elevator distributor spout in cupola of wood elevator. The tank is provided with two watertight man holes, one at the top and one at the bottom.

The total cost of the tank complete, with all connections, was \$1,500. It was designed by G. H. Birchard and erected by the Hastings Foundry & Iron Works. With this additional storage the Hall County Grain Co. will have room for about 20,000 bus.



Hall County Grain Co.'s Elevator and Tank at Doniphan, Neb.

Alternating Current Induction Motors Should be Used.

BY J. C. MC QUISTON,
of the Westinghouse Company.

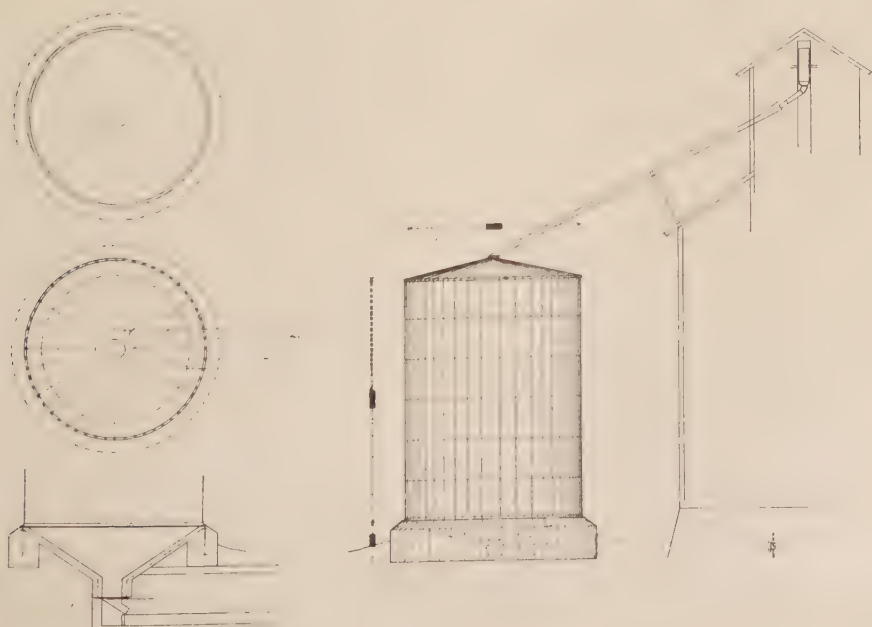
Our company has done a great deal towards prevention of fires in grain elevators because it was the first to develop commercially the alternating current induction motor which is absolutely sparkless and, therefore, perfectly safe to run even in powder factories. The direct current motor of the standard open type cannot be considered because of the fire risk from sparks. The modern direct current motor is made as sparkless in commutation as possible, but there are still times, particularly when the motor is heavily loaded, when sparks will occur. Totally enclosing the direct current motor will cause all of the sparking to be done in a perfectly air tight space and this renders the motor safe, but this enclosing excludes the proper ventilation of the motor and hence increases the heating of the motor. This, therefore, means that a larger enclosed motor will be required than if an open motor could be used.

Consequently, alternating current squirrel cage induction motors should be used almost exclusively in grain elevators. This has the further advantage that it permits the use of central station power which is available in most localities in the country. The polyphase squirrel cage induction motor is not only sparkless but extremely rugged and an ideal motor for such installations. Even large mills installing their own power plants will find it highly desirable to use the polyphase alternating current system to be able to use these motors and also so that they may be supplied in emergencies with power from the central station lines. The squirrel cage induction motor will give no fire risk whatever and will actually reduce what risk there was before, because it will cut out much of the long lines of shafting which with their necessary journals are always presenting a fire risk. The overheated journal may readily be the cause of setting the dust on fire and this dust must always be reckoned with in spite of the best installations of exhaust fans.

The squirrel cage motor is suitable for all applications in grain and flour mills, with the possible exception of car haulers, where a wound secondary induction motor may be used or where one or two large motors are used to drive all the machinery in the mill. These motors, however, may have enclosing covers for the sliding contacts only which will not increase the size of the motor required.

WE APPRECIATE very much the news and general comment on the grain business contained in the Grain Dealers Journal.—Oliver Allen, Ohio Valley Grain & Feed Co., Coraopolis, Pa.

THE CAUSE AND PREVENTION of pellagra is reported in Pub. Health reports, U. S., 29, 1914, by J. Goldberger, who has noted that in the diet of those developing pellagra there was a disproportionately small amount of meat or other animal protein food. The ration was made up largely of vegetable foods, especially corn and sirup. The inference is drawn that pellagra is not an infection but a disease essentially of dietary origin and is probably caused either by the absence from the diet of some essential substance, or vitamins, or possibly by the presence of some excessive amounts of a poison in the vegetable part of the diet.



Plan and Elevation of Steel Tank at Doniphan, Neb.

Grain Carriers

ICE HAS BEEN BROKEN at Duluth and a steamer moved under the spouts of the Capitol elevator for a cargo of wheat.

FOREIGN BUILT vessels added to American registry under the act of Aug. 18, 1914 total 133 to March 12, with gross tonnage of 480,981.

GREAT LAKES vessel men are holding out for a rate of $1\frac{1}{2}$ c per bu. for the opening trips from Duluth to Buffalo. The present offers are $\frac{3}{4}$ c.

THE BUSINESS MENS ASS'N, Shelbyville, Ky., in a complaint to the Interstate Commerce Com's'n, attacks the rates on grain from Shelbyville to Louisville.—P.

VESSEL ROOM is in big demand at Duluth. Shippers have thus far obtained vessel capacity for 2,000,000 bus., indicating that the early movement will be heavy.

BALTIMORE has received word from 9 of the grain steamers leaving that port for the war zone within the last two weeks, and each reports making the voyage safely.

THE BRITISH STEAMER Vedamore, which cleared on Mar. 4 from Baltimore with a cargo of wheat and corn for Liverpool, is reported drifting helplessly off the Nova Scotia coast.

McCULLOUGH GRAIN Co., Wichita, Kan., has won its suit for misrouting of cars against the M. P. Ry. The loss on the cars, which were billed to Monticello, Ind., was $5\frac{1}{2}$ c per 100 lbs.

W. R. GRACE & Co., New York, N. Y., have awarded a contract for the building of a new 4,000 ton steamer, 400 feet over all, to be used in the Panama Canal trade between New York and the Pacific.

INTERSTATE COMMERCE COM'S'N has suspended until July 16 the proposed switching charge of \$3 per car on grain, by the Ann Arbor railroad, from elevators at Manitowoc and Manistique, Mich.—P.

THE TOTAL FREIGHT car surplus on Mar. 1, 1915 was 304,284, compared with 280,573 on Feb. 1, 1915, and 159,480 on Mar. 1, 1914. Of the Mar. 1 surplus 78,686 were box cars. Total shortage was 297.

INTERSTATE COMMERCE COM'S'N has notified all railroads and others interested in the "car spotting" hearing that briefs must be filed not later than April 6. Arguments will be heard some time before April 29.

THE HARLEM Ship Canal will be straightened just below the Hudson River, where it now forms a horse shoe bend. This improvement will facilitate the movement of large grain barges from the Great Lakes.

RAILROADS IN ILLINOIS, doing an interstate business, have been permitted by the Interstate Commerce Com's'n to increase their class and commodity rates between points in that state. The permission extends only to May 1.

INTERSTATE COMMERCE COM'S'N has directed refunds as follows on account of overcharges on grain shipments: A. T. & S. Fe, \$45 to S. C. Dunlap, oats, from Tuttle, Okla., to El Paso, Texas; \$7 to Wallingford Bros., Wichita, Kan., corn, Iowa to Kansas; St. L. & S. F., \$14 to Cape County Milling Co., corn, Missouri to Arkansas; C. M. & St. P., \$15 to Chambers Mackay Co., grain screenings, Minneapolis to Wisconsin.—P.

BRITISH STEAMER Eastlands was compelled to unload 82,000 bus. of grain, loaded at Baltimore for Dunkirk, France, owing to a leak in one of the holds. The leak was repaired and the vessel has cleared with a full cargo.

MANY WINTER GRAIN CARGOES have been taken out at Buffalo, N. Y., but 28 vessels are still loaded at that port. Some of the elevators have temporarily stopped all business and turned attention to fitting out the plants for arrival of the spring fleet.

INTERSTATE COMMERCE COM'S'N has dismissed the complaint of the Western Lumber & Grain Co., alleging unreasonable rates on wheat and flaxseed from Mobridge, S. D., and New England, N. D., to Minneapolis. The Com's'n considers the rates fair.—P.

THE HEARING of the Interstate Commerce Commission at Galveston, Tex., relative to the grain demurrage controversy at that port, was postponed from Mar. 17 to 26 on account of illness in the family of E. F. Rosenbaum, Chicago, one of the principal shippers interested.

THE HEARING on grain elevation allowances by the Interstate Commerce Com's'n at Kansas City will be held at Washington April 10. Oral arguments in the case of the Crookston Milling Co., and the Imperial Elvtr. Co., v the G. N. Ry. will be heard at the same city on April 8.

GOVERNMENT OFFICIALS and vessel owners predict an earlier opening of navigation this season than last year. The western part of Lake Superior contains more ice than in 1914, but the eastern and central parts have considerable less. The lower lakes also have less ice.

INTERSTATE COMMERCE COM'S'N has decided that the proposal of the railroads to withdraw the through rates on grain from points of origin in Idaho and Utah to Southern California points is not justified. The tariff under suspension providing for such withdrawal has been cancelled.—P.

IN THE COMPLAINT of the Stowers Grain Co., against the St. Louis and Iron Mountain Ry. alleging misrouting from Wichita, Kan., to San Antonio, Tex., the Interstate Commerce Com's'n says the misrouting was not supported by evidence, but allows reparation on demurrage charges unlawfully collected.—P.

THE MILWAUKEE Chamber of Commerce has requested suspension of the new lake-and-rail tariffs quoting rates from Milwaukee to eastern points. These rates are shown by the new tariffs to be in excess of those in effect last spring altho the Interstate Commerce Com's'n refused to grant an advance on lake-and-rail traffic.

INTERSTATE COMMERCE COM'S'N has decided that rates on corn from Pentrice, Ill., to Fayette, Mo., via East St. Louis, Ill., are not unreasonable. The maintenance of lower rates than the intermediate are not justified, and the application of the railroads for relief is denied. Complaint was made by the Farmers Elevator Co., Ashland, Ill.—P.

THE PORT HURON & Duluth Steamship Co., has filed a complaint against the Pennsylvania and other railroads, alleging that the roads are endeavoring to maintain a monopoly of the traffic on the Great Lakes, which is contrary to public policy and intent of the law. In its brief to the Interstate Commerce Com's'n the steamship company says that it is the only company carrying package freight on the Great Lakes not owned and operated by a railroad.

THE SEAMEN'S BILL, which became a law on Mar. 4, has increased the cost of operating vessels on the Great Lakes 200%. On lake freighters it is claimed there is no possible use for more than 12 seamen but under the new law such steamers must carry 40 able seamen tho there is no deck work for them whatever. Each seaman will receive about \$40 per month.

GRAIN DOOR reparation amounting to \$241 has been awarded an Ohio firm by the Interstate Commerce Commission. On account of failure of the Wheeling & Lake Erie Railroad Co. to supply the doors as provided in the tariff the complainant furnished the doors at its own expense. This is the first case on record where the Commission has allowed this reparation for grain doors and establishes a precedent, being based, as it is, on the present tariffs of the carriers under which they pretend to furnish doors.—P.

UNITED STATES DISTRICT Court has refused the injunction of the L. & N. Ry., seeking to restrain the Kentucky Railway Com's'n from enforcing its order reducing the charges on grain shipments. The case has been bitterly contested since 1910 and has twice been before the U. S. Supreme Court. The Interstate Commerce Com's'n discovered on Feb. 25 that this same company was able to spend millions of dollars in acquiring control of 100 other railroads, but regardless of this untold wealth the \$90,000 involved in the Kentucky case was fought for more than 4 years.

THE GRAIN CLEARANCE Co. has been organized at Buffalo, N. Y., to supervise the outturn of cargoes at receiving ports. The company agrees to contract with the managers of ships for grain shipments from American ports on the basis that the ship contribute $\frac{3}{4}$ bu. per 1,000 bus. and 24c per 1,000 on the B/L quantity for supervision, and all overruns paid or allowed the vessels. The company will pay to the vessel all shortages on such vessel's B/L on the outturn at discharge ports. The capital stock is \$40,000 and incorporators are J. B. Rodgers, J. J. Boland, G. E. Pierce, Chas. H. Williams and L. E. Coffey.

THE SUIT of the Mueller Grain Co., Peoria, Ill., against the C. P. & S. L. Ry., for failure of the railroad to move a car of oats to Altoona, Pa., in a reasonable time, was up for hearing at Peoria on Mar. 10. As showing the extremes to which a carrier will seek for an excuse it testified that the Dayton floods of two years ago delayed the car. The plaintiffs proved however, that the car should have been at its destination long before the flood occurred, and for that reason the "act of God" defense should not stand. The grain company was awarded \$160 in a previous trial and the case is being heard now on an appeal.

LAKE VESSEL OWNERS in future will give an unconditional B/L for all grain shipments, and if any question arises as to settlement for shortages the matter will be referred to a standing com'ite composed of one member of each grain exchange interested in the lake grain movement. This com'ite shall have authority to bring and defend test suits to determine the rights of a shipper or consignee in such manner as the com'ite may deem wise. If the carrier will not give an unconditional B/L it is the intention of the grain exchanges to bring the matter before the Dep't of Justice, and also draw up a bill for an investigation by Congress of the situation with a view to effectively preventing unjust restrictions in lake Bs/L.

Something New in Fireproof Grain Storage.

BY C. P. BUCK,
of the Perfection Metal Silo Co.

A country grain elevator built of anything but wood or wood iron-clad has been so expensive that it is a notable exception to see such a house of fireproof construction. The elevator operators have long been seeking some relief from this condition.

The increased fire hazard and high insurance cost of wood frame storage has appeared more economical than the high first cost and interest charges of fireproof plants. This has formed a real reason for continuing to build of wood and paying heavy insurance bills. When first cost has run so high it more than offset insurance savings.

Recent developments would seem to indicate that any reason for building anything but a fireproof house has disappeared.

It is now possible to put up an absolutely fireproof storage at but little more than the first cost of a wooden iron-clad grain storage house. The construction is more durable, eliminates cost of upkeep, and cuts insurance cost and fire hazard to the minimum.

This revolutionary advance is due to the use of a system of metal bins. These bins are easily and quickly erected from interchangeable sections or units that provide a great factor of strength and stiffness. The method of erection permits of remarkable speed in construction, which allows of a house being completed in from one to two weeks less time than a wooden house.

In the standard ten-thousand bushel house, illustrated in the accompanying sketch-plan, it is clearly shown how the bins form walls to the work-room and support the cupola, saving framing, sheathing, forms and false work. This standard house is built of structural steel and sheathing combined with these metal bins—steel and metal throughout.

This house can be enlarged to any capacity by tying in additional independ-

ent bins, as shown in the small elevation sketch. This is done without any change in the existing machinery, no tearing out of present equipment, and no interruption to operation.

Interior arrangement of the house, size of the bins, location of cleaners, shellers, grinders, manlift, etc., can be varied to suit the circumstances.

The sketches shown here indicate the manner in which these metal bins may be incorporated into many various types of houses.

The sketch of the small branch elevator shows most clearly how such an elevator may be erected at very small cost. The work-room and cupola may be of ordinary frame ironclad construction, while the grain storage itself is fireproof throughout.

It will be grasped at once that should the business of such a branch house grow at any time to warrant full elevator facilities, the existing bins can be tied into the new construction with a change only of the temporary work-room and cupola.

That an existing house has not sufficient business to warrant keeping the equipment at its original location has not infrequently occurred in the elevator trade. In such cases it has generally been found more profitable to tear the house down and move it to a better location.

Where this has been done, the salvage losses have made the transfer one of doubtful value. With this new type of construction, the losses are almost negligible, being almost entirely the labor involved. The bolted construction of the metal bins makes it easy to dismantle, move and re-erect without any loss of material.

Most country flour mills (and many of the mills at the larger centers) have been designed with far too little storage capacity. Such flour mills may now secure all the fireproof grain storage their most efficient operation demands without interfering with continued operation in any way and without tearing out any existing construction or machinery. The cost is but a small part of that ordinarily assumed to be necessary.

The form of the interchangeable units or sections in these metal bins is most interesting. A heavy double flange is formed on all four sides of each sheet or section by folding the metal of the sheet without riveting or welding.

These sections are two feet wide by seven and one-half feet long. They are fabricated by machine bolts through 11/32" holes in the flanges, punched on 3" centers. This system makes a bin which is heavily reinforced by a network of these flanges both horizontally and vertically. As the flanges are bolted together their thickness is double, and the strength greatly increased.

The flanges are so interspaced that each interchangeable unit or section becomes an integral part of the whole structure, and all strains and stresses are equally and universally distributed. This rivetless construction is unique. It greatly increases the factor of strength, whereas a riveted seam is a factor of weakness, retaining only a part of the strength of the material.

These metal bins are available in twenty-five different capacities, five different diameters and five different heights. The lower bins in any diameter can be increased to full height at any time by bolting on additional units.

Each bin is equipped with a novel thief and weather-proof manhole, which makes it at all times possible to inspect the grain in either house or independent tanks without trouble, or any danger of loss.

Will these bins revolutionize the construction of country houses? It seems more than likely that they will. The system is so strong and substantial that great durability is certainly assured. It is so conveniently adapted to any sort of house or independent storage that it meets every condition.

The cost of wood construction is constantly increasing, due, as is well known, to the increasing difficulty in procuring suitable grades of lumber.

For increasing present grain storage capacity this system of bins provides additional independent fireproof storage at but a fraction of the cost of tearing down or altering existing houses.

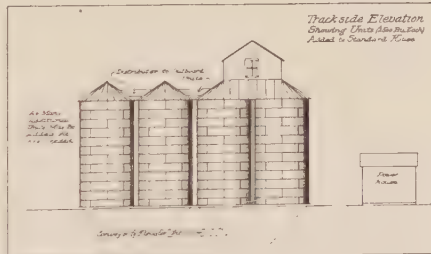
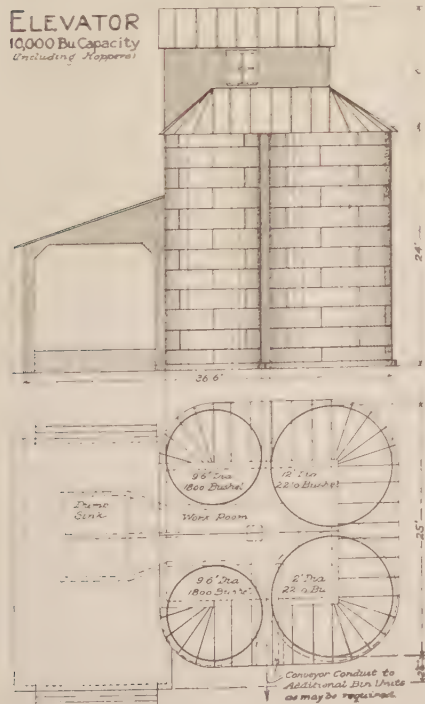
As the great possibilities in these bins becomes more familiar to the grain trade they will lead clearly to this conclusion:

They have solved the elevator man's problem of securing fireproof storage at a cost which compares favorably with wooden structures and renders more expensive types unnecessary.

A number of prominent and widely known elevator contractors have already arranged to use these metal bins. The White Star Company, George H. Birchard, Burrell Engineering and Construction Company and T. E. Ibberson have plans prepared and are ready to make estimates on any type of house or storage embodying this construction.

IF A SHIPMENT as a whole is diverted in transit to a new destination on or off the line of the carrier first accepting the shipment, no new bill of lading or additional stamp is required, unless the carriers' tariffs require the issuance of a new bill of lading; a stamp is only required when a new document is issued. If a car or shipment, after reaching original destination, is reconsigned to another point, involving additional haul, either on the order of the shipper or the consignee, it is a reconsignment, and a stamp must be cancelled.

ELEVATOR
10,000 Bu Capacity
Including Hoppers



Inexpensive Fireproof Grain Storage.

Grain Trade News

ARKANSAS

Pine Bluff, Ark.—The Westbrook Grain & Com's'n Co. has built a new brick office adjoining the warehouse.

CANADA

Montreal, Que.—C. J. Smith has been appointed mgr. and sec'y of the Montreal Warehousing Co., succeeding the late George H. Hanna.

Wilkie, Sask.—Jos. Arend, buyer for the Saskatchewan Elvtr. Co., is under arrest charged with embezzlement, forgery and theft. It is alleged that he manipulated grain tickets and secured 4,200 bus. of grain for himself.

Winnipeg, Man.—Mrs. O. W. Sundahl died Mar. 10, from the effects of an explosion of a can of gasoline in the kitchen of her home. She was terribly burned and died 12 hours later. Mr. Sundahl is connected with the Imperial Elvtr. Co.

Calgary, Alta.—Work is progressing rapidly on the new Canadian government elevator, which is being built by Janse Bros., Boomer, Hughes and Crain. The elevating, conveying and power transmission machinery is being furnished by the Webster Mfg. Co.

Beaverton, Ont.—Frederick Little was caught in the cogs on the big wheel of Beaverton Mill, while oiling the gearing, and was carried around the shaft a number of times. He managed to extricate himself and crawled to the office where he was found. He died an hour later.

Winnipeg, Man.—Geo. Steele, conservative member for Cypress, delivered an address in the course of the legislative budget, in which he held that the government elvtrs. leased to the Grain Growers Grain Co. should not be classed as public utilities, because they were leased to a private company and on that account they should be taxed. He contended that these elvtrs. have as much right to pay taxes as any other elvtrs. in the country. He said in part: One district in my constituency has lost in school taxes since the elvtrs. were purchased by the government, in round figures, \$1,100. That is to say, if the elvtrs. had remained in the hands of private parties, and had been assessed at the same rates as those that are left in the hands of private parties, the school district would have collected in taxes the above sum. In the year just closed, viz., 1914, they would have collected \$286, and they got in lieu thereof \$92, which is the only year they have had anything at all. I hold that these elvtrs. operated as they are by a private company, can by no manner of reasoning be called a public utility.

COLORADO

Stratton, Colo.—The equipment of the new 15,000-bu. elvtr. of the Stratton Equity Exchange will include a cleaner, feed grinder, scales, etc.—R. M. Farquhar, mgr.

IDAHO

Ashton, Ida.—Louie McGrath is now mgr. of the Ashton Mill & Elvtr. Co.—M.

Rexburg, Ida.—The Rexburg Mill & Grain Co. will not rebuild the plant burned Jan. 9.

Grace, Ida.—The new 125-bbl. mill of the Grace Mill & Elvtr. Co. has been completed. Geo. Telford is mgr. and Henry Klass head miller.

Meridian, Ida.—We have not succeeded the Pioneer Elvtr. Co. This elvtr. has not been operated for about 5 years. We have installed a feed grinder in our warehouse.—R. H. Bell, Meridian Mill & Elvtr. Co.

ILLINOIS

Kemp, Ill.—I am out of the grain business.—A. Cuppy.

Green Valley, Ill.—The elvtr. of the Farmers Elvtr. Co. has been completed.

Walnut Grove, Ill.—We have leased the elvtr. of the Tucker Elvtr. Co. and H. M. Farr is mgr.—Bader & Co.

Decatur, Ill.—The Shellabarger Elvtr. Co. will build a small elvtr. and corn feed mill here. Work will be started at once.

Wyanet, Ill.—V. B. Hamrick has bot the elvtr. of C. Brown. R. M. Heaton will be associated with him in the business.

Palestine, Ill.—Miesenhelder Bros. have let contract to the Macdonald Engineering Co. for a re-inforced concrete elvtr. and mill.

Kasbeer, Ill.—In addition to installing a new scale, the Farmers Elvtr. Co. may also put in a drier and an automatic loader.

Lincoln, Ill.—Henry Holmes, one of the mgrs. of Spellman & Co., has been deeded a third interest in the property of the company.

Peoria, Ill.—E. S. McClure, who filed a petition in bankruptcy Aug. 21, has again engaged in the grain com's'n business at this market.

Esmond, Ill.—Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, W. H. Ashelford, C. H. Batty and Geo. Barnes.

Kewanee, Ill.—A site has been secured for the elvtr. of the recently incorporated Farmers Elvtr. Co. and work on the new elvtr. will be started.

Martin (no p. o.), Ill.—The Township Line Grain Co., of Evans (Lincoln p. o.), will build a 7,000-bu. elvtr. near this station on the Ill. Traction Ry.

Gifford, Ill.—The Gifford Elvtr. Co. will build an 18x30 ft. office with a 12 ft. scale shed on the south side of the building. Work will be started at once.

Hayes, Ill.—John C. Koehn, formerly of Salem, has bot the elvtr. of J. C. Roe, trading in his elvtr. at Filson, formerly leased to Wm. F. Hemingway.

Atkinson, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$15,000 to \$20,000 and doubled the number of shares a stockholder may hold.

Washburn, Ill.—We are building a 65,000-bu. elvtr., 38x38 ft., and 90 ft. high. The equipment will include a motor driven 18-h.p. gasoline engine.—Moschel & Robbins.

Wenona, Ill.—J. H. Taggart, a retired grain dealer, died Mar. 12, at the age of 75. Mr. Taggart was formerly interested in the firm now operating as Taggart & Stotler.

German Valley, Ill.—I resigned as mgr. for the H. A. Hillmer Co., Jan. 12, and left the company Mar. 10, after managing the elvtrs. here for 10 years.—T. J. Cordes.

Romeo (Lockport p. o.), Ill.—The Farmers Elvtr. Co. has bot the elvtr. of Wm. Schumacher, of Elwood, at this station. Alton Hemphill is mgr.—Farmers Grain Co., Elwood.

Ludlow, Ill.—The Farmers Elvtr. Co. has decided to wreck the old office and build a new one on the site. It also decided to keep the granary which it intended to sell.

Peoria, Ill.—Frank T. Corning, pres. of the Corning Distillery Co. and Corning & Co., died Mar. 13. The Board of Trade passed resolutions of sympathy and a com'te was appointed to attend the funeral.

Champaign, Ill.—The date for the annual meeting of the Illinois Grain Dealers Ass'n. has been changed to May 12 and 13.

Woodvale (Monmouth p. o.), Ill.—The Little York Grain Co., Little York, Shugart & McGinnes, props., has bot the elvtr. of J. H. Fahey and is now in possession. The elvtr. will be improved in the near future.

Genoa, Ill.—The old Olmstead Elvtr. has not been in operation for some time, but a company will probably be organized to operate the house next season. Zeller & Son operate the only elvtr. here now in use.—P. A. Quanstrong.

Stonington, Ill.—Business is so good that we intend to remain in the grain business and increase the capacity of our elvtr. We have just installed type registering scales and are building an office 20x28 ft. and a large feed warehouse.—Corzine Grain Co.

Loraine, Ill.—Lawrence Gunn is mgr. for his father, John Gunn, at the elvtr. here. Mr. Gunn, Sr., has been ill for the last 6 months with nervous trouble and is still under the care of physicians and unable to attend to his business.—Geo. W. Cole Grain Co., Bushnell.

Hillsboro, Ill.—The Mercantile Farm Products Co. is incorporated for \$5,000. Of the stock \$4,500 is held by Mrs. E. E. Felkel. The balance of the stock is held by the children of Mr. and Mrs. E. E. Felkel. Last year Mr. Felkel, who was president of the Missouri Commission Co., was expelled from the Merchants' Exchange of St. Louis. Later he was pres. of the Farmers Com's'n Co., St. Louis.

Payne (Brocton p. o.), Ill.—We have bot the elvtr. of H. H. Wright and will operate it in connection with our 3 elvtrs. on the Clover Leaf at Brocton, Bowman and Kings.—Brocton Elvtr. Co., Brocton.—The elvtr. was formerly known as the Brinkerhoff & Wright Elvtr. and was sold for \$7,000.

The Chicago Federation of Labor on Mar. 7 enthusiastically adopted resolutions endorsing the recommendations by Governor Dunne that the State Legislature appropriate \$3,500,000 for distribution "to thousands of citizens now unemployed." The distribution is to be effected by dredging an 8-ft. channel in the Illinois River between Joliet and La Salle, the funds to be paid out for the work. Experience shows that these light draft canals fall into disuse because they cannot compete with railroads reaching all points. The cost of construction will impose a burden on taxpayers for the private profit of the politician promoters.

Yorkville, Ill.—The order of the circuit court affirming an order of the Illinois Public Utilities Commission requiring the Rock Island Road to make a switch connection at Morris for the Farmers Elvtr. Co. has been reversed by the Supreme Court of Illinois. The proceedings must be begun over at the beginning, because the Public Utilities Commission neglected to notify the railroad company and did not hold a public hearing. The United States Supreme Court has held that the ordering of switch tracks is a taking of property and the persons affected shall be entitled to be heard by person and attorney, and all testimony shall be taken down by a stenographer.

Springfield, Ill.—The Illinois Farmers Grain Dealers Ass'n has prepared a bill covering the incorporation of co-operative grain and merchandise companies in this state. Among the provisions of the bill is one that limits the number of shares of stock held or controlled by an individual to 5 and all stock shall be held at not less than \$10 per share and not over \$100 per share, all stock to be issued at its par value. Directors are to be elected and by-laws drawn up as soon as 50% of the authorized capital is subscribed and 50% of this is paid in. There must be at least 5 directors in each company. Ass'ns may buy and own stock in other ass'ns with the same voting power as for individual stockholders.

Springfield, Ill.—Representative D. D. Donahue is of the opinion that farmers lost many thousands of dollars this year because of the Public Utilities act making it unprofitable for country elvtrs. to store grain. He will introduce an amendment to the act which will exempt all country elvtrs., outside of the cities and villages, of less than 10,000 population. He says: The present law has worked to the benefit of the commission men and speculators. If the elvtr. stores grain it must go thru a lot of red tape, must keep separate records of grain brought in for immediate sale and that the average country elvtr. doesn't care to bother with the storage for the little there is in it and they are refusing to take grain except for immediate sale. The farmer as a rule has no way of storing grain on his farm. When the elvtr. man with which he deals refuses to store it, there is nothing left for him but to put it on the market at once.

The directors of the Illinois Grain Dealers Ass'n met at Chicago Mar. 18 and considered arrangements for the annual meeting. All directors but one were present, including H. A. Hillmer of Freeport, U. J. Sinclair of Ashland, E. M. Wayne of Delavan, E. C. Shultz of Beardstown, C. H. Wade of Paris, Wm. Wheeler of Melvin, Pres. Victor Dewein of Warrensburg and Vice Pres. J. B. Stone of Mattoon. P. M. Faucett of Champaign told of the progress made in arranging for the convention by the local com'te. The pres. and sec'y were appointed a com'te to co-operate with the Champaign local com'te on entertainment; and Pres. Dewein, Sec'y S. W. Strong and E. M. Wayne were appointed the com'te on program. To include a desirable entertainment feature the date of the convention was postponed one day and it will be held May 12 and 13, with headquarters at the Inman Hotel. A choice of the two suitable meeting halls will soon be made. A visit to the Illinois State University will be an interesting part of the program.

Pekin, Ill.—The Smith-Hippen Grain Co. has filed a bill of interpleader with the court to ascertain to whom money for corn delivered at the elvtr. by Fred Doughty, tenant of H. J. Puterbaugh, shall be paid. In December, 1914, Doughty delivered and sold to the company 3,704 bus. of white corn, notifying the company that it was raised on Puterbaugh's land. The landlord claimed 2,728 bus. of the amount as his share. Previous to that time, in November, Puterbaugh, had sold the elvtr. company 3,000 bus. of white corn, at 60c per bu., to be delivered by Doughty out of Puterbaugh's share of the corn raised in 1914 by the tenant. The elvtr. company paid \$1,000 in cash on the corn. Doughty had contracted to sell his share, about 700 bus., at 57c per bu., or \$399. The remaining 226 bus., the difference between the amount delivered for Puterbaugh and the 3,000 bus. he had sold for future delivery, at 60c a bus., would amount to \$135.70, which with Doughty's \$399 makes a total of \$534.70. The company paid \$109.08 for shelling and delivering the corn, pursuant to an agreement with Puterbaugh, Ben Hoff, Jr., and the Pekin Hardware Company, the latter holding a chattel mortgage for \$465.25. Dec. 23, 1914, Doughty sold for future delivery, 1,000 bus. of mixed corn, at 60c, and on or about Jan. 26, 1915, delivered 663 bus., amounting to \$437.83. Of this amount \$13 was paid by agreement, to John Beal, for shelling. The proceeds of the 663 bus., less amount claimed by Puterbaugh out of the corn delivered in December, together with other corn raised by Doughty, and sold or delivered to the company, leaves in its hands something like \$1,100 to Doughty's credit. Puterbaugh claims the sum of \$667.08, as landlord, and a share of the \$424.83, remaining.

CHICAGO NOTES.

A little Miss Simons has arrived at the home of Pres. Wm. Simons of the Sawers Grain Co., and Papa Wm. is smiling broadly.

T. W. Keelin was seriously injured in the elvtr. of Keelin Bros., Mar. 23.

E. J. McCormick, formerly with the Pillsbury-Washburn Flour Mills Co., is now traveling Iowa and Wisconsin for Walters Bros.

H. F. Miller, for the last 10 years with Requa Bros., will be on the road for Ware & Leland after Apr. 1. He will travel Northern Illinois and Iowa.

H. A. Wheeler, pres. of the Chicago Ass'n of Commerce, was the principal speaker at the dinner of the Board of Trade Club, Mar. 16, at the La Salle Hotel. An enjoyable vaudeville entertainment was also given.

James C. Page, one of the oldest members of the Board of Trade, died Mar. 17, at the age of 58. Mr. Page was with J. A. Edwards & Co. from 1875 to 1903, and later was with Lamson Bros. & Co. He became a member of the exchange in 1889.

CHICAGO CALLERS: J. C. Koehn, Hays, Ill.; L. W. Gifford, Cedar Rapids, Ia.; E. A. Sullivan, representing Morrison Grain Co., Kansas City, Mo.; C. A. McCotter, sec'y Grain Dealers National Fire Insurance Co., Indianapolis, Ind.; Victor Dewein, Pres. Illinois Grain Dealers Ass'n, Warrensburg, Ill.; Paul Larsen, Loewith, Larsen & Co., New York.

Joseph Lamy, for 20 years with W. A. Gardner of St. Louis, and for several years with W. A. Gardner & Co., and Gardner & Paddleford at Chicago, has engaged in the grain brokerage business on his own account with offices in the Continental and Commercial Bank Bldg., under the name J. F. Lamy & Co., with membership in the Board of Trade clearing house.

Frank T. Bliss, for 30 years a member of the Board of Trade, died Mar. 22 at the age of 70 years. Mr. Bliss left his home at 8 a. m. and had walked less than a block when he was stricken with heart failure. He was carried to his home and died without regaining consciousness. He was pres. of the Frank T. Bliss Grain Co. and had been engaged in the grain business for the last 36 years. His many friends on the board were greatly shocked at his sudden death.

Zenophile P. Brosseau, a member of the Board of Trade since 1862, died Mar. 10 at the age of 74. Mr. Brosseau had been ill for some time, but was reported to be rapidly recovering. A sudden relapse caused his death in a few hours. He came to this city in 1860 and organized the grain firm of Brosseau & Co., which is still active. He was noted for his charitable work among the poor, especially those of the French race and was deeply interested in literature and art.

Following the notice that the C. R. I. & P. Ry. Co. had cancelled, effective Apr. 1, its rule whereby on re-inspected grain free time for disposition will run from the time of the last inspection, instead of the first inspection, similar action was taken by the following western carriers: A. T. & S. F. Ry., effective Apr. 20; C. & N. W. Ry., effective Apr. 3; C. B. & Q. R. R., effective Apr. 10; and C. M. & St. P. Ry., effective Apr. 12. The Interstate Commerce Com'n and the State Public Utilities Com'n of Illinois have been asked to suspend these publications.—J. S. Brown, mgr. Transportation Dept. Board of Trade.

Effective Apr. 1, the following rule will be applicable on all shipments loaded at industries in the Chicago switching district located on the C. M. & St. P. Ry. destined to points within the switching district: "On foreign cars handled under this tariff loaded or reconsigned within the C. M. & St. P. Ry. switching district for points on other than home road within the Chicago switching district, \$2.25 per car will be added to the regular switching charge to cover reclaim of per diem expense to the C. M. & St. P. Ry." Also effective Apr. 1, the C. M. & St. P. Ry. has corrected its tariff to specifically provide for grain screenings at the same switching charges as on grain.—J. S. Brown, mgr. Transportation Dept. Board of Trade.

Walter A. Scoville, Henry Bates, Jr., and Otto B. DuRand have applied for membership in the Board of Trade. A. V. Hatch, Fred J. Scott, Chas. N. Weinand, W. S. Champ and Magnus Clemens have been admitted to membership. Clarence H. Clarke and Wm. C. Gorman have posted their memberships for transfer. Memberships are quoted at \$2,850 net to buyer.

Andrew Keep, employed in the Calumet Grain Elvtr., was instantly killed Mar. 18, when he was caught in the ropes of the power shovel and drawn over the edge of a platform and crushed against the pulley near the ceiling. He was alone at the time of the accident and evidently had gone to the platform to oil the pulley ropes. Fellow workmen found his body with the right leg almost torn off and his head crushed to a pulp.

J. S. Brown, mgr. of transportation dept. of the Board of Trade, has posted the following notice in regard to the per diem charge on grain handled in Chicago switching district, via C. R. I. & P.: "When foreign cars of railroad ownership other than those belonging to carrier effecting final delivery are loaded to any point on a connecting line within the Chicago switching district, an additional charge of \$2.25 per car will be made to cover per diem reclaim expense." The present per diem charge on such shipments is \$1.25 per car and the new rule provides an advance of \$1.00 per car, effective Apr. 10.

Harris, Winthrop & Co. on Apr. 1 will take over the firm of Walter Fitch & Co. The two firms will be consolidated and operated under the name of Harris, Winthrop & Co. Leeds Mitchell, who was a partner in the Walter Fitch & Co., will become a member of this firm. W. K. Mitchell, who has had charge of the cash grain dept. of Walter Fitch & Co., will, it is said, take charge of the cash grain dept. for the new company, as heretofore Harris, Winthrop & Co. has had no cash grain dept. Walter Fitch, whose firm succeeded Pringle, Fitch & Rankin, died July 14, 1914, and the business has since been continued by the remaining partners.

INDIANA

New Albany, Ind.—John S. McDonald is building an addition to his elvtr.

Kingsbury, Ind.—We have succeeded Travis & Co.—White Bros. & Co.

Craigville, Ind.—The Burke Elvtr. Co., of Decatur, will rebuild the elvtr. burned Feb. 7.

Harrodsburg, Ind.—I have succeeded Floyd & Fowler and operate the 50-bbl. mill here.—D. W. Fowler.

Poseyville, Ind.—The warehouse of A. Waller & Co. at this station has not been in use for 2 years.—P. Reising & Sons.

Lewis Creek, Ind.—The Wm. Nading Grain Co. has completed its new elvtr., which replaces the house burned Oct. 16.

Metamora, Ind.—Frank A. Wright has bot our elvtr. and mill, formerly operated as the Metamora Mills.—Badgley & Riley.

Walkerton, Ind.—B. I. Holser & Co. have installed a Eureka Mixer and Blender of 1,000 bus. capacity per hr.—Geo. H. Craig, Chicago.

Winslow, Ind.—We are contemplating the erection of an elvtr. in connection with our mill. J. W. McCord is the other grain dealer here.—Winslow Mlg. Co.

Marion, Ind.—The Charles Mlg. Co. succeeded James Charles & Son, and both firms are now out of business. We succeeded them.—Burge-Thomas Mlg. Co.

Logansport, Ind.—Chas. McCormick & Son, who have leased the new elvtr. of the Logansport Land & Improvement Co. for 5 years, are now operating the house.

Jamestown, Ind.—The cob house and engine room of the Stafford Grain Co. were wrecked when two Big 4 freight cars were derailed and crashed into the building. The damage was promptly and satisfactorily repaired by the Big 4 company.

Roachdale, Ind.—The safe in the office of the elvtr. of A. C. Lockridge was recently blown open by burglars, who secured \$13 in cash and a number of checks.

Blaine (R. D. Red Key), Ind.—The Haynes Mfg. Co. will not build an addition to its elvtr. at Portland, as reported, but will build a flour warehouse adjacent to the elvtr. here.

Lafayette, Ind.—John D. Martin is building a small feed elvtr. here. He has been in business in this city for many years.—Matt Schnaible Grain Co.—Mr. Martin will not install new machinery.

Orleans, Ind.—We will raise our elvtr. 10 ft. and overhaul the entire house. We operate an 80-bbl. mill and a 25,000-bu. elvtr. here. Edward M. Heise is pres. and Albert Heise, sec'y-treas. of the company.—Orleans Mill & Elvtr. Co.

Garfield (R. D. Darlington), Ind.—I believe that the fire in my elvtr., Mar. 4, was due to a spark from a passing train. There were about 800 bus. of oats in the house at the time of the fire. I will rebuild on a larger scale without delay.—Bernard Price, Crawfordsville.

Atwood, Ind.—We bot the elvtr. at this station 2 years ago and since then have completely remodeled it. Harry Dickey is in charge of the plant, but the selling of grain and buying of side lines is done thru the Etna Green office.—Etna Green Lbr. & Mfg. Co., Etna Green.

Clinton, Ind.—The North Elvtr. of the Clinton Grain & Feed Co. will be overhauled and new machinery installed. Since the burning of Elvtr. "A," July 25, 1914, the company has not been equipped to handle grain in large quantities. W. W. Wrightsman is prop. of the company.

Uniondale, Ind.—Miller & Brickley Grain Co. incorporated; capital stock, \$9,000; incorporators, J. B. Miller, J. A. Brickley and M. E. Miller. The new company succeeds Miller & Brickley.—We have operated an elvtr. here for 4 years under a partnership, but have now incorporated. We are remodeling our elvtr., making it up-to-date in every way.—Miller & Brickley Grain Co.

Raub, Ind.—The grain business at this station has been carried on by Jordan & Evans and my firm, Kirkpatrick Bros. The two firms have now been combined under one management, the junior member of each firm retiring. The senior members, L. H. Jordan and myself, have formed a co-partnership and will operate as Kirkpatrick & Jordan. I will be in charge of both elvtrs.—T. Kirkpatrick.

St. Louis Crossing, Ind.—We have bot the elvtr. of Meyers & Nading. Our company will operate as the Farmers Grain & Coal Co. Officers are C. N. Hager, pres.; Lewis Aikin, vice-pres.; J. W. Dodd, treas., and myself as sec'y. We will not make any changes in the elvtr. at present, as it is in good shape.—Wylie Anderson.—The company has been incorporated for \$7,000 by Chas. N. Hager, John W. Dodd and Lewis Aikin.

INDIANAPOLIS LETTER.

Wm. Hayward, mgr. of the Mutual Grain Co., was married Mar. 6 to Miss Frieda L. Heun.

Carl H. Weyl and Chas. W. Jewett are now attorneys for the Indiana Grain Dealers Ass'n.

Work will soon be started on the new 120,000-bu. storage addition to the elvtr. of Jordan & Scholl.

Thomson & McKinnon have moved into new and larger quarters in the Fletcher American Natl. Bank Bldg.

The office of the Bert A. Boyd Grain Co. has been remodeled and "Bert" now has a room that is "strictly private."

A dividend of 1½% on all outstanding common stock has been paid by the directors of the Board of Trade and \$3,000 of the outstanding preferred stock has been retired, \$1,000 being credited to the mortuary fund.

Uncle Joe Gehring has been confined to his room for three weeks on account of sickness. His many friends hope for his speedy recovery.

Indiana flour for Indiana bread is a campaign pushed by Sec'y Chas. B. Riley to promote the consumption of home milled wheat in the interest of the Indiana Millers Ass'n.

The new trading floor of the Board of Trade has been enlarged to accommodate the increased business of the exchange. Smoking and rest rooms for the traders will also be added.

Members of the Board of Trade and a number of Indiana shippers recently held a meeting with the directors of the Clover Leaf Ry. Co. and requested that the railroad restore rates to Chicago and to Ohio points.

The following have recently been admitted to membership in the Indiana Grain Dealers Ass'n: Kokomo Grain Co., Kokomo; Indiana Seed Co., this city; Farmers Elvtr. Co., Mt. Vernon; Reeves Grain & Fuel Co., Charlottesville; Winkler Grain Co., Rushville; Robert Porter, Cicero; Newton Busenbark, New Market; Hans Stolley, West Lebanon and Fred Schlientz & Son, Centerville.

IOWA

Hawarden, Ia.—The Farmers Co-operative Co. has been dissolved.

Goodell, Ia.—Tom Cashman has added lumber to his grain business.

Winfield, Ia.—Ed. Kirkpatrick is again employed at the Farmers Elvtr.

Stanhope, Ia.—The Farmers Elvtr. Co. is installing a 15-h.p. gasoline engine.

Gladstone, Ia.—M. C. Rucker is now in charge of the local store and elvtr.

Alta, Ia.—Tom Scambler is again mgr. for the Farmers Elvtr. & Supply Co.

Akron, Ia.—I have succeeded Fields & Hedges at this station.—J. W. Hedges.

Greene, Ia.—Fred Knapp has resigned his position with the Greene Grain Co.

Marion, Ia.—The movement to organize a farmers elvtr. company is progressing nicely.

Mason City, Ia.—The Hubbard Grain Co., formerly at Paton, will open an office in this city.

Nevada, Ia.—E. J. Danskin has succeeded J. T. Handsaker as sec'y of the Farmers Grain Co.

Williamsburg, Ia.—J. G. Lortz has succeeded H. Shaul as mgr. for the Jackson Grain Co.

Conroy, Ia.—The Hilton Lbr. & Grain Co. has filed an amendment to its articles of incorporation.

Paton, Ia.—We will remodel our elvtr. and install the latest machinery.—Clark Brown Grain Co.

Clearfield, Ia.—C. C. Miller has bot the elvtr. of J. K. Hartman and will operate as the Clearfield Grain Co.

Williams, Ia.—Mgr. Wm. J. Foran of the Farmers Elvtr. Co. has bot a home here and will take possession May 1.

Burlington, Ia.—I shall be located at La Porte, Tex., for the spring months.—R. A. Lomax, prop. Lomax Elvtr., Lomax.

Rome, Ia.—Prominent business men of St. Louis, Mo., are said to be interested in the building of an elvtr. at this point.

Ellsworth, Ia.—The Brinton Grain & Coal Co. has bot the elvtr. of the Jos. Olsen estate and will take possession Apr. 15.

Denison, Ia.—New officers of the Farmers Elvtr. Co. are Will Lueck, pres.; F. Ranniger, sec'y, and P. Stenson, treas.

Morse, Ia.—Oscar Casey of Cedar Rapids has bot the elvtr. of E. G. Kettering & Co., and the lumber yards of Wm. Andrews.

Clarion, Ia.—Harry Summers was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Other officers are M. L. Clark, sec'y, and G. R. Grattidge, treas.

Radeliffe, Ia.—Henry Eller is the new pres. of the Farmers Elvtr. Co., Clarence Knutson, sec'y and Iver Hodenfield, treas.

Malcom, Ia.—The elvtr. of the Farmers Elvtr. Co. was entered by burglars, Mar. 15. A small amount of money was taken.

Sioux City, Ia.—We have closed our office at Sioux Falls, S. D., and are now at this point.—E. M. Kauth, E. M. Kauth & Co.

Dedham, Ia.—The Farmers Elvtr. Co. recently suffered a slight fire loss when a blaze started in the engine room from the gasoline engine.

Paton, Ia.—Huey & Sells, of Humboldt, have bot the elvtr. of the Hubbard Grain Co. and will take possession Apr. 1.—Clark Brown Grain Co.

Charter Oak, Ia.—The Farmers Grain Co. will wreck its present coal sheds and build new ones on a concrete foundation with concrete floors.

Lake Mills, Ia.—A farmers elvtr. company for this city is practically assured. T. A. Kingland, C. O. Thompson and others are interested.

Crystal Lake, Ia.—The props. of the Hubbard Grain Co., who recently sold their elvtr. at Paton, have bot the grain business of Erickson & Rasmussen.

Nevada, Ia.—O. L. Dunklebarger and Jas. A. King, operating as Dunklebarger & King, have dissolved partnership, Mr. King retiring from business.

Murphy (R. D. Newton), Ia.—We have bot grain here for some time and we expect to build an elvtr., lbr. yard and store here soon.—D. S. Fleck & Son, Killduff.

Jefferson, Ia.—John Gilligan has succeeded R. P. Miner as mgr. for the Neola Elvtr. Co. at this station. He was formerly mgr. for the company at Linden.

Rolfe, Ia.—The new elvtr. of the Updike Grain Co. has been completed and is in operation. The house replaces the elvtr. burned Nov. 29, 1914. Henry Stelter is mgr.

Greene, Ia.—Henry Murphy is now pres. of the Farmers Incorporated Co-operative Society, succeeding A. S. Shook. He was formerly mgr. for the company. Phil Ratter is mgr.

Highland Center, Ia.—I have bot the 8,000-bu. elvtr. of the Neola Elvtr. Co. at this station. Will operate as R. P. Miner & Co.—R. P. Miner, formerly mgr. Neola Elvtr. Co., Jefferson.

Ida Grove, Ia.—It is believed that a farmers elvtr. company will be organized here in a few weeks. A. B. Bell is interested in the project and has just bot a 150x120 ft. site, which it is said will be used for a new elvtr.

Manning, Ia.—Ohde & Martens have dissolved partnership and Mr. Martens will operate the company's elvtr. on the Gt. W. R. R. Mr. Ohde is building a new elvtr. on the C. M. & St. P. which will be up-to-date in every way.

Akron, Ia.—The elvtr. of the Hunting Elvtr. Co., containing 9,000 bus. of grain, burned at 10:30 p. m., Mar. 13. Loss, \$25,000. The building was comparatively new, having been completed December, 1913. Boysen Roff was mgr.

Gilbert, Ia.—I have succeeded the B. A. Lockwood Grain Co. and the Central Iowa Grain Co. at this station.—L. J. Sloan.—Mr. Sloan bot the elvtr. of the defunct company, which was controlled by the new company paying \$6,500.

Leon, Ia.—C. G. Biddison of the Biddison Grain & Coal Co., has bot the property of Swift & Co., whose plant burned last fall. The site will immediately be cleared of the ruins and a coal elvtr. will be erected. Mr. Biddison also plans to build a grain elvtr. later.

Woodward, Ia.—E. W. Cook, of Marshalltown, and A. A. Cook, of Van Cleve, have bot the elvtrs. of W. W. Horras at this station and at Moran. We will operate as Cook Bros. I will continue to operate the elvtr. at Van Cleve, with Dan Glidwell as mgr., but will move to this city.—A. A. Cook.

The GRAIN DEALERS JOURNAL.

The annual convention of the Western Grain Dealers Ass'n will be held at Omaha, Neb., Apr. 16 and 17, at the new Fontenelle Hotel. The grain dealers will be entertained during the convention by the Omaha Grain Exchange. The final program will be completed soon.—Geo. A. Wells, sec'y.

Ashton, Ia.—We have bot the elvtr. of Boor & Co., formerly operated by A. Streit, and will take possession Apr. 1. It will be operated in conjunction with the elvtr. which we already own here. We expect to install 2 oil control dumps, and a large out-weighing scale in the new house. We will operate both houses as the Farmers Elvtr. Co.—R. C. Yappen, mgr.

Audubon, Ia.—The Johnson Grain Co. has let contract for a new elvtr. to be erected on the site of the present house which will be wrecked. Work is to be started Apr. 1 and the contract calls for completion May 15. The new house will be 24x34 ft. and 61 ft. high, covered with iron. It will be equipped with manlift, automatic scales and all up-to-date devices. A detached office and engine room will also be built.

Des Moines, Ia.—Senator Kimball of Larrabee will introduce a bill in the Senate providing for making grain elvtrs. into state public warehouses. The measure is intended to tempt the farmer to speculate for profits by the rise in price of grain. If passed, it will enable the farmer to take his grain to an elvtr. and have it stored at a fee to cover the cost of handling. The farmer then may keep the grain until it is advantageous to sell.

KANSAS

Albert, Kan.—H. R. Arnold is installing a No. 8 Boss Car Loader.

Lebanon, Kan.—The Lebanon Grain Co. has bot the elvtr. of S. W. Jackson & Co.

Ozawie, Kan.—The Farmers Elvtr. Co. will install a Hall Signaling Distributor in its elvtr.

Danville, Kan.—My new elvtr. has a capacity of 4,000 bus. and is on the Santa Fe.—Wm. McIntosh.

Winfield, Kan.—I will install a new wagon dump and a larger elevating leg.—G. Clinton Adams.

Price (Sabetha p. o.), Kan.—Menold J. Stiner is now owner of the 2 elvtrs. and coal business of Wesley Myers.

Osborne, Kan.—H. Thomas has let contract to A. F. Roberts for a 15,000-bu. addition to his elvtr. built 2 years ago.

Manhattan, Kan.—The Manhattan Mlg. Co. is installing a 125-h.p. electric motor and will operate by electricity in future.

Parsons, Kan.—The National Mills have let contract to A. F. Roberts for a modern 10,000-bu. elvtr. with a large corn mill attached.

Ossawatimie, Kan.—The Western L. S., Merc. & Power Co. will remodel its 25,000-bu. elvtr. and will engage in the country grain business.

Hutchinson, Kan.—The Turon Mill & Elvtr. Co., Turon, has moved its offices to this city and is now located in the First Natl. Bank Bldg.

Paradise, Kan.—Geo. F. Hancock has bot O. F. Hooper's interest in the elvtr. of the Hooker & Hancock Grain Co. here and will operate the plant in his own name.

Mentor, Kan.—I think the plan of the farmers to organize a company here was a false alarm. I own the only elvtr. operated at this point.—L. O. Barber.

Kinsley, Kan.—We have increased our capital stock and will build an elvtr. this spring. Our capital is now \$15,000.—Ira Rankin, mgr. Kinsley Grain & Lbr. Co.

Nettleton, Kan.—A thief recently cut holes in the galvanized iron siding of the elvtr. of the Farmers Elvtr. Co. and loaded a wagon with wheat. After a load of grain had run out he plugged the holes with his handkerchief and pieces of an old sack.

Coffeyville, Kan.—The Rea-Patterson Mlg. Co. will add grain storage of 500,000 bus. to its plant. The addition will consist of 21 tanks, 20 ft. in diameter, and 90 ft. high.

Bushton, Kan.—We are equipping our elvtr. with an 18,000-bu. per hour Side Hopper Boss Car Loader. We have a capacity of 20,000 bus.—Bushton Grain & Supply Co.

Aurora, Kan.—The Kansas Grain Co., of Hutchinson, is building a 15,000-bu. elvtr. at this station. The house will be 26x26x24 ft., iron clad, with gasoline power house attached.

Kanopolis, Kan.—We have not started work on our elvtr. at this point yet, but expect to in April.—Jos Kvasnicka, mgr. Ellsworth County Farmers Co-operative Union, Ellsworth.

Canton, Kan.—We have not started to build our new elvtr., but will build a 10,000-bu. house on the A. T. & S. Fe at this point.—T. F. Gard, sec'y Farmers Grain & Supply Co.

Topeka, Kan.—The Hart grain inspection bill, H. B. 165, passed the senate without amendment and has been sent to the governor. A digest of the bill was given on page 351 of the Mar. 10 number.

Newman, Kan.—Grames & Kimmel, of Oskaloosa, have let contract to A. F. Roberts for three 10,000-bu. elvtrs. to be built at this station, Medina (Perry p. o.), and a third station not yet decided upon.

Alma, Kan.—The Derby Grain Co. has let contract to A. F. Roberts for an up-to-date 10,000-bu. elvtr. to be built on the site of the elvtr. which recently collapsed. The old elvtr. was erected only a year ago by local builders.

Topeka, Kan.—The report that E. W. Mashburn is now mgr. of our grain dept. is incorrect. We have never heard of the gentleman and have made no change in our organization for several years.—F. E. Goodrich, sec'y Shawnee Mlg. Co.

Lyons, Kan.—The 2 new steel tanks of the Lyons Mlg. Co. will be 33 ft. in diameter and 45 ft. high, with a capacity of 45,000 bus. each, with concrete hopper bottoms over concrete tunnels 55 ft. long, 5 ft. wide in the clear and 6 ft. high.

Wellington, Kan.—The new storage addition of the Hunter Mlg. Co. will consist of 6 concrete tanks of 125,000 bus. capacity, making the storage capacity in this city 300,000 bus. The Burrell Engineering & Constr. Co. have the contract.

White Cloud, Kan.—Wm. Dunkel, of Muscotah, present owner of the elvtrs. formerly belonging to the J. H. Lynds Mill & Elvtr. Co., here and at Sparks, Iowa Point and Fanning, will make this city his headquarters and move his family here.

Valley Center, Kan.—I have succeeded Smith Bros. in the grain business. I did not take over the alfalfa mill, which is not in operation at present. I operate by electric power and my equipment includes a track scale. Will operate as the Valley Center Grain Co.—Joe Clark, formerly at Partridge.

Wichita, Kan.—W. J. Stevens, better known to his friends as "Billy," who was the first pres. of the Board of Trade, has sold his interest in the Stevens-Scott Co. to his partners, H. Kaufmann and C. E. Smith. Mr. Stevens is one of the two remaining charter members of the Board of Trade who is actively connected with Wichita grain markets. He will retire from the firm June 1, and leave for an 8 months' tour of California. The Stevens-Scott Co. was formed in 1903. The company immediately built the first terminal elvtr. in Wichita. It has a capacity of 75,000 bus., and is located on the Santa Fe tracks. Included in the deal which affects the Stevens-Scott Co. are 20 elvtrs. owned by the firm and 5 stations under lease. All of the elvtrs. are operated from the home office in this city.

Hutchinson, Kan.—A slight explosion, accompanied by a puff of smoke and flame recently caused excitement in the plant of the Wm. Kelly Mlg. Co. The blaze was subdued at once and no damage resulted. It is believed that the explosion was due to bran dust ignited by a spark from steel rolls.

Wamego, Kan.—We are now installing a No. 10 Boss Car Loader. We will also replace our shingle roof with a V crimped galvanized iron roof. We will also paint the elvtr. Our equipment now includes rope drive, manlift, Richardson Automatic scales and Eureka Cleaner. The elvtr. and cleaner are electrically driven.—J. W. Machin, prop. Wamego Seed & Elvtr. Co.

Harper, Kan.—The facts briefly of our suit against the E. A. Wales Mlg. Co. of this city are as follows: The defendant company sold us several lots of wheat for 10 and 20 day shipment in July, the time of shipment expiring the latter part of August. On account of the advance in the market they laid down and did not ship the wheat, and offered as an excuse that they were unable to ship on account of the embargo placed against the gulf ports, and that the embargos were caused by the inability to load ships at the gulf ports, that inability being caused by the war, which they claimed released them from their contract. The court gave us judgment for the amount of our claim, which was \$8,262.56.—Chas. W. Lonsdale, pres. Lonsdale Grain Co., Kansas City, Mo.—The defendant company filed a petition in bankruptcy and R. E. Dresser was appointed receiver. Liabilities are scheduled at \$19,014, with assets at \$16,000. Seven Wichita grain companies are said to be among the creditors. On Mar. 14, E. A. Wales was arrested in Oklahoma City on the charge of embezzlement of 40,000 bus. of wheat from farmers who had stored it in the elvtr. at the mill. When the elvtr. was opened no wheat was found. He has been brot back to this city.

KENTUCKY

Sharpsburg, Ky.—The Sharpsburg Mlg. Co. will build an additional grain storage warehouse.

Richmond, Ky.—The J. W. Zaring Grain & Mill Co. will install a complete dust collecting system.

Stephensport, Ky.—H. A. Dutschke is building a 15,000-bu. elvtr. to be equipped with up-to-date machinery.

Maysville, Ky.—Work has been started on the foundations of the new 50,000-bu. elvtr. of J. C. Everett & Co.

Louisville, Ky.—A. R. Delmont Co. incorporated to deal in stocks, bonds and grains; capital stock, \$5,000; incorporators, A. R. Delmont, Irvine Fisher and H. J. Bell.

Louisville, Ky.—The Kentucky Public Elvtr. Co. recently installed a new elvtr. leg and drive in the working house. The Webster Mfg. Co. furnished the casings and machinery.

Glendale, Ky.—M. Hoover has brot suit against A. S. Ashlock to settle the partnership troubles between them. He asks for the sale of the elvtr. which has been owned by the plaintiff and defendant since June, 1912.

Louisville, Ky.—The Ballard & Ballard Co. is building a reinforced concrete flood wall on a level with the floor of the mill. The space between the company's plant and the wall will be filled in and the wall will be extended around the plant so as to amply protect it against the highest flood level.

LOUISIANA

NEW ORLEANS LETTER.

The big Chalmette Elvtr. has been in continuous operation during the past few weeks, and receipts of grain at St. Bernard continue to pour in. The liveliest sort of business is expected, with some large export shipments to foreign ports.—B.

New members of the Board of Trade are: Allen Postlethwaite, Charles S. Cressionnie, A. M. Dardis and E. E. Lamber-ton.—B.

New Orleans, La.—The Public Belt Com's'n is considering a proposition to issue bonds for the building of a public elvtr. at this port as suggested by the Board of Trade. If the elvtr. is erected it is believed that the carriers entering the port will reduce grain rates.

Julie Smith, pres. of the Ft. Worth Elvtrs. Co., in resting up here from a strenuous wheat campaign, declared that New Orleans presented many advantages as a place of export, and promised this port a good deal of his company's future grain business. He was in conference here with bankers and local grain men, and before leaving for Ft. Worth on March 13 said he had been wonderfully impressed with New Orleans export and harbor facilities.—B.

New Orleans, La.—We are indebted to Sec'y H. S. Herring for a copy of the 32d annual report of the Board of Trade, which contains the usual list of officers and standing com'ites and members and visiting members. Reports of the officers and com'ites of the last year are very complete and comprehensive and the trade review and statistics are interesting and valuable. The names and capacities of all the elvtrs. at the port are given and a complete map of the railroad and shipping facilities is given.

At a recent meeting the Board of Trade authorized Pres. Jeff D. Hardin to purchase for \$14,000 a building fronting on Gravier St. and extending back to the Board of Trade bldg., which improvement will vastly help the increasing business of the board and remove the congestion of some of the buros. The main trading room will also be arranged so as to give better apportionment of space for all depts.—B.

MARYLAND

Salisbury, Md.—Our plant burned at 9 p. m., Feb. 24. We are inclined to believe that a spark from the smokestack fell on the roof, as the fire was discovered in the upper stories. Our loss is \$15,000; insurance, \$10,000.—Salisbury Mlg. Co.

BALTIMORE LETTER.

Finley Barrell, of Finley Barrell & Co., Chicago, has applied for membership in the Chamber of Commerce.

Work on the Western Md. Ry. Co.'s new elvtr. is to be started at once by Jas. Stewart & Co., who have the contract.

T. Murray Maynadier, chairman of the corn com'ite of the Chamber of Commerce, has been elected vice-pres. of the City's Traffic Club.

J. Albert Loane, for many years prominent in the grain and feed business at this market, died Mar. 4, at the age of 50. He was head of J. K. Loane & Co. His death was due to apoplexy.

The retrial of Walter and Emory Kirwan, of the Kirwan Bros. Grain Co., was held in the criminal court Mar. 8. This trial has been long drawn out, the original charge alleging forged Bs/L to the amount of \$70,000 on the part of the brothers, being filed shortly after the failure of the company in the fall of 1911.

MICHIGAN

Mikado, Mich.—We leased our elvtr. here to the recently incorporated Mikado Elvtr. Co. for 1 year with the privilege of buying it.—Saginaw Mlg. Co.

Mt. Pleasant, Mich.—The Isabella County Bean Growers Ass'n was organized in this city, Mar. 14. W. H. Wood is pres.; A. C. Bandeen, vice-pres.; and O. R. Tripp, sec'y-treas.

Marshall, Mich.—The Farmers Co-operative Buying & Selling Ass'n is being organized here to build an elvtr. Homer Clute, John Marsh, Chris Leyher and others are interested. The company is to have a capital stock of \$30,000.

Decatur, Mich.—Our mill burned at 11 a. m., Feb. 18. Railroad man discovered fire in upper story and the mill was enveloped in flames in a few minutes. Our loss was nearly \$11,000, with \$5,664 insurance. We do not know just what to do.—Decatur Mlg. Co.

Mikado, Mich.—We are changing our warehouse into an elvtr. and installing new engine, feed mill, scales, loading elvtrs. and Hall Distributors. We will have a capacity of 6,000 bus. Our officers are K. P. Kimball, pres.; L. R. Martindale, vice-pres.; W. R. Elcock, sec'y, and myself treas. and gen. mgr.—J. E. Martindale, Mikado Elvtr. Co.

MINNESOTA

Baker, Minn.—The Farmers Elvtr. Co. of Barnesville will build a modern elvtr. here during the summer.—A.

Downer, Minn.—The Farmers Elvtr. Co. of Barnesville will build an elvtr. at this station to be ready for this year's crop.—A.

Goodridge (Thief River Falls p. o.), Minn.—The Atlantic Elvtr. Co. will build an elvtr. The Hanson & Barzen Mlg. Co. is operating here.—X.

Morristown, Minn.—We are not at present handling grain but we may do so later.—A. A. Wolf, mgr. Farmers Co-operative Shipping Co.

Erie, Minn.—Farmers are interested in organizing an elvtr. company.—G. B. Plummer, mgr. Farmers Exchange Elvtr. Co., Thief River Falls.

Glenwood, Minn.—I may buy the elvtr. of the Osborne McMillan Elvtr. Co. which I am now operating under lease, later on.—O. A. J. Johnson.

Plummer, Minn.—Prospects for a farmers elvtr. company here are good.—G. B. Plummer, mgr. Farmers Exchange Elvtr. Co., Thief River Falls.

West Union, Minn.—Chas. Selinsky fell from a wagon at the elvtr. of the Erwin Elvtr. Co. while unloading grain and suffered a badly strained shoulder.

Cannon Falls, Minn.—We have completed our new elvtr. and it is in operation. We will build additional steel storage tanks this spring.—Cannon Valley Mlg. Co.

Beardsley, Minn.—Farmers have again organized and bot the elvtr. of A. B. Gillette. Possession will not be given until Jan. 1, 1916, however.—C. E. Dittes, mgr. Dittes Bros.

Utica, Minn.—Utica Grain Co., incorporated; officers, Wm. G. Sackreiter, pres., and J. J. Campbell, sec'y-treas.—We will succeed the Farmers Elvtr. Co.—Wm. Walker, mgr.

Richmond, Minn.—I am still managing the elvtr. of the Richmond Flour Mills altho I am very busy with my other work, having been appointed postmaster here last July.—E. L. Wurst.

Edgerton, Minn.—Fred Uilk is mgr. for the recently organized Farmers Co-operative Ass'n which has taken over the business of the old Farmers Elvtr. Co., now dissolved. He was formerly mgr. for the old company.

Claremont, Minn.—The Farmers Co-operative Ass'n is only handling cattle and hogs at present and does not intend to handle grain, at least not now. We are so organized that we can handle it when we want to.—Andrew Dodds, sec'y.

Carthage Junc. (East Grand Forks p. o.), Minn.—Investigations have shown that our recent fire was due to a hot box. The elvtr. contained 45,000 bus. of wheat and 1,000 of barley. We will build a 30,000-bu. elvtr. at once. It will be equipped with all modern machinery.—Agt. Monarch Elvtr. Co.

Shakopee, Minn.—The Farmers Elvtr. Co. has been incorporated and has bot the old P. V. Elvtr. located on the C., St. P., M. & O. Ry. The elvtr. will be completely overhauled and repaired and new machinery will be installed. Officers of the new company are Geo. Unze, pres.; A. H. Timmerman, sec'y, and Chas. Koepfer, Sr., treas.

Spicer, Minn.—F. E. Gillette has retired as supt. for the Cargill Elvtr. Co. and will devote his time to his own elvtr. interests. He owns or has an interest in the following elvtrs: Gillette Elvtr. Co., Beardsley and Barry; Lang Elvtr. Co., Paynesville, and Eden Valley and A. Jacobson & Co., Kerkhoven. The elvtr. at Beardsley has just been sold.

Willmar, Minn.—The report that farmers here are interested in the reorganizing of the Farmers Elvtr. Co. is incorrect, as the Farmers Elvtr. Co. is practically new, having operated only 4 years. The only change at this station is that the elvtr. of the Campbell-Hodgeson Grain Co. is being wrecked and the lumber shipped to North Dakota.—John A. Sandir, mgr. Farmers Elvtr. Co.

Fergus Falls, Minn.—The mill and one of the elvtrs. of the Red River Mlg. Co., burned at midnight, Mar. 10. The plant was owned by Elmer E. Adams, C. W. Kaddatz, and F. G. Barrows. Loss on buildings and machinery, \$40,000; insurance \$2,300. Loss on grain \$30,000, fully covered by insurance. About 20,000 bus. of wheat were burned. It is reported that a concrete plant will replace the burned buildings.

Campbell, Minn.—The elvtr. of the Winter-Truesdell-Ames Co., burned at 8:30 p. m., Mar. 11. The fire was evidently of incendiary origin as waste soaked in kerosene and a can of oil were found in the elvtr. of the Farmers Elvtr. Co. adjacent to the burned house. A small blaze threatened the farmers house also, but was discovered in time to save it. A box car of wheat also burned.—We are still on earth and now have the only elvtr. here. No news as to rebuilding burned house. There is a good opening here for another house.—Farmers Elvtr. Co.

MINNEAPOLIS LETTER.

A. G. Tanton has applied for a traveling representative's license to represent the Getchell-Tanton Co.

The Chamber of Commerce membership of H. W. Miller has been transferred to E. J. Skewis, that of C. E. Lewis to P. W. Seipp and A. G. Tanton's to T. S. Ingenhutt.

The Howard Wheat & Flour Testing Laboratory in the Old Colony Bldg. was damaged to the extent of \$2,000 by smoke and water, Mar. 14, when the building caught fire.

Houghton G. Thomas, formerly with the Columbia Mlg. Co., died Mar. 12 at the age of 48. He was well known to the grain traders at this market and was a brother of Guy A. Thomas of the Washburn-Crosby Co. and Walter A. Thomas of the Gt. Nor. Flour Mills Co.

H. D. McCord has been appointed temporary receiver for the R. J. Johnstone Co. Auditors are now working on the books and creditors are of the opinion that the affairs of the defunct company can be settled out of court. Mr. Johnstone has turned over all his assets including his personal property.

We are building an addition to our present cereal mfg. plant consisting of a 25,000-bu. elvtr. containing 12 bins. The machinery of the working floor and basement will include electrically driven Eureka Sideshake Separators; rolls, etc., and a 2,000-bu. per hour Richardson Automatic Scale.—Fruen Cereal Co.—The elvtr. will be of fireproof construction with all steel spoutings, etc. The Hickok Constr. Co. has the contract.

ST. PAUL LETTER.

The anti-options bill was brot out of com'ite before the legislature by a minority report.

H. F. 427 introduced by Representative Johnson, which would prevent unlawful discrimination in grain buying between localities, has been recommended for passage.

H. F. 748 introduced by request by Representative Gerlich is a railroad and warehouse com's'n bill making uniform distance rates to points from and to Minneapolis and St. Paul.

S. F. 579 introduced by Senator F. H. Peterson, prohibits the operation of freight trains more than a half mile in length. It was referred to the railroads, grain and warehouse com'te.

H. F. 509 introduced by Representative Johnson, which would give farmers liens on seats of members in the Chamber of Commerce in case of failures, has been recommended to pass by a vote of 8 to 5.

A bill similar to H. F. 638, providing for a tax on sales made in the Equity exchange in St. Paul and the chamber of commerce in Minneapolis, was introduced in the Senate Mar. 16 by Senators A. J. Rockne and H. H. Boniwell.

An amendment to the efficiency bill will restore the grain inspection dept. to the jurisdiction of the railroad and warehouse com's'n, instead of having a chief inspector appointed by the governor, and have the governor appoint the board of grain appeals, as he does now, instead of giving that duty to the railroad com's'n.

H. F. 785, introduced by Representative Knutson, provides that every commission firm in the Minneapolis Chamber of Commerce and Duluth Board of Trade, will have to pay a tax to the state of 10c for each 1,000 bus. of wheat or flax bought or sold for future delivery. Future purchases or sales of other grains would be taxed 5c under the provisions of the bill.

S. F. 598 introduced by Senator Pauly gives control of and power to regulate the rates of all merchandise warehouses and cold storage warehouses to the state railroad and warehouse com's'n. The bill provides that all warehouses must be licensed. Those located in cities of 50,000 population or more must pay an annual fee of \$100. Those in smaller cities must pay a fee of \$10 per annum.

The adoption of the minority report recommending the passage of H. F. 408, introduced by A. F. Teigen, prohibiting the dealing in grain futures, was attended by a battle royal in which choice epithets were hurled in all directions. The majority report of the com'te on grain and warehouse has recommended the indefinite postponement of the bill. The vote stood 81 to 19. An attempt by Representative A. F. Teigen to have his bill prohibiting dealing in grain futures taken from general orders and placed upon the calendar was voted down in the house Mar. 17. There were 57 votes in favor of his motion and 33 in opposition, a two-thirds vote, or 87 votes being necessary to advance the measure to the calendar.

The track scale bill recently introduced by Representative M. Johnson has caused much lively discussion. The sub-com'te appointed to visit the elvtrs. told the com'te that in Duluth the state weighmaster reported that it would be impracticable to install track scales at some of the elvtrs., and that the same condition was indicated at some of the Minneapolis mills. One of the members of the sub-com'te also quoted the officials as saying that the hopper scales are just as reliable. Officials of the Minneapolis Chamber of Commerce and elvtr. operators have vigorously opposed the bill. One of the hearings ended abruptly while Sec'y McHugh of the Minneapolis Chamber of Commerce, was speaking, when Geo. Loftus threatened to "take care of him" after the meeting. Like all other moves made by Loftus and his crew their reports were grossly exaggerated and the charges absurd. Among other things he told the com'te that in Minneapolis grain is weighed in tops of elvtrs. and passed thru suction fans before entering the weighing receiver in the top of the elvtr., and that once 4 carloads a week were accumulated in the bin at the elvtr. which received the "screenings of the suction fans, and the screenings sold to other concerns, depriving the farmers of just so much weight." State grain weighing authorities admitted that they maintained a corps of detectives to watch weighing in Minneapolis elvtrs. Sec'y McHugh said the track scales could not be installed on account of the expense.

A plan by which the State Grain and Inspection Dept. might pay most of the entire expenses of the State Railroad and Warehouse Com's'n has been promulgated in the Senate com'te on finance by Senator A. J. Rockne who outlined an increase in the inspection fees to Charles E. Elmquist, railroad com's'ner. Mr. Elmquist asked the com'te to recommend for passage a bill appropriating \$150,000 a year for the support of the com's'n. "Why doesn't the commission raise the fees on the inspection of grain and thereby save the State Treasury many thousands of dollars?" Senator Rockne asked. "The present fees are 65c on each car. If they were raised to \$1, say, the State Treasury would not be overburdened and the people of other Northwestern States who receive service from the Minnesota Grain Inspection Dept. would help pay for the Railroad and Warehouse Com's'n." Com's'ner Elmquist stated the plan had never been mentioned to him before and objected to it.

MISSOURI!

Bethany, Mo.—The Bethany Elvtr. Co. will build an elvtr.

St. Joseph, Mo.—C. A. Clark is now mgr. of the Burlington Elvtr.

Woodridge, Mo.—W. J. Woodridge has completed his 100-bbl. mill.

LaMonte, Mo.—The LaMonte Mlg. & Grain Co. will install a No. 5 Side Hopper Boss Car Loader.

Corder, Mo.—A. C. Frerking contemplates the erection of a concrete storage bin in addition to his elvtr.

Camden Point, Mo.—The Frederick Grain Co., of St. Joseph, has let contract for a new elvtr. near this station.

Wheeling, Mo.—J. R. Wright will be mgr. for the O. A. Talbot Grain Co. which will build an elvtr. at this point.

Brunswick, Mo.—J. W. and A. J. Simpson have bot the elvtr. of the Owen Grain & Mlg. Co. from W. S. Owen, prop.

Mt. Leonard, Mo.—We will install a No. 8 Boss Car Loader and dump scales. I am mgr.—G. L. Mayfield, mgr. J. Keith Goodwin.

Maitland, Mo.—The contract for the elvtr. of Cook & DeBord has been let to A. F. Roberts. It will have a capacity of 10,000 bus.

Ash Grove, Mo.—The property of the Ash Grove Mlg. Co. has been traded by E. J. Scott to R. K. Jacks for a 1,000-acre farm in this state.

Wheeling, Mo.—Geo. Heaton has bot out the Shiflett, Bingman & Pitts Grain & L. S. Co. and will operate the elvtr., sheds and yards of the company.

Com's'ner Bradshaw is said to be very busy these days in an effort to prevent the legislature from cutting his official salary from \$4,500 to \$2,500.

Sikeston, Mo.—We have moved our offices to the new Peoples Bank Bldg., where we have much larger and more convenient quarters.—Sikes-McMullin Co.

Napton, Mo.—We have let contract for a 50,000-bu. concrete elvtr. to the MacDonald Engineering Co. The building will be absolutely fireproof.—Rea & Page Mlg. Co., Marshall.

Butler, Mo.—The Butler Mills Co. will build a 15,000-bu. concrete elvtr. in connection with its mill. It will be equipped with wagon dump, elvtr. and cleaner. The Concrete Steel & Machinery Co. has the contract.

California, Mo.—We have let contract for a 35,000-bu. concrete elvtr. Work will be started as soon as the weather permits.—Kuhlmann & Meyer.—The equipment will include a wagon dump, elvtr. leg and cleaner.

Reeds, Mo.—Farmers are again talking of building a 15,000-bu. elvtr. here, and a 10,000-bu. house at or near Melugin Switch (Reeds p. o.). The territory is overrun with elvtrs. and scoopers.—R. H. Howard, agt. Cowgill & Hill Mlg. Co., Melugin Switch (Reeds p. o.).

Jefferson, Mo.—H. B. 523 has passed the senate and will be sent to the governor for signature. The bill provides that "all buildings, elvtrs. or warehouses in all cities of the state having 75,000 or more, erected or used, or which may hereafter be erected or used for the purpose of storing or transferring grain of different owners for a compensation received directly or indirectly, are hereby declared public warehouses, and the person or persons, association, co-partnership or corporation owning such building or elvtr. or elvtrs., warehouse or warehouses, which are now or may be hereafter located or doing business within the state, as above described, whether owners or operators reside within this state or not, are public warehousemen within the meaning of this section." This places all elvtrs. at St. Louis and Kansas City under state supervision.

KANSAS CITY LETTER.

Henry Lichtig has bot the outstanding interests in Henry Lichtig & Co. He is now the sole owner of the firm of Henry Lichtig & Co., with offices in the Postal Bldg.

The amendment to the rules of the Board of Trade raising the commission rate on future orders from \$6.25 per 5,000 bus. to \$7.50, was defeated Mar. 6 by a vote of 73 to 49.

Pres. John Ismert, of the Ismert-Hincke Mlg. Co., is seriously ill at Long Beach, Cal. He recently suffered a stroke of paralysis and has not rallied. His sons and daughters have been summoned to California.

The proposed rule prohibiting members of the Board of Trade from accepting speculative trades from employees of local grain firms except on written permission of the employer was defeated Mar. 16 by a vote of 74 to 43.

Chas. W. Smith, a member of Smith, Vincent & Co., of St. Louis, has applied for membership in the Board of Trade on transfer from D. W. Dehoney. Mr. Smith will move to this city and will open a branch office for his company here.

We have opened a branch office in the Pierce Bldg., this city, under the management of R. R. DeArmond. We will do a receiving and shipping business in grain, hay and mill products, making a specialty of alfalfa meal.—Russell Grain Co., Kansas City.

J. Sidney Smith, at one time well known to the grain trade of this city, has returned from British Columbia, where he has been interested in fisheries, and will again enter the grain business. He has not definitely decided where he will locate, but will probably select this city, Omaha or St. Louis. He will devote his attention to the export trade.

ST. LOUIS LETTER.

Henry Greve, pres. of the John Wahl Com's'n Co., has bot a \$25,000 home in University City, a suburb. It is known as the old Cabot Place.

F. C. Orthwein, vice-pres. of the W. D. Orthwein Grain Co., was held up and robbed while on his way to his home with his wife and a friend.

A. J. Keiser, F. A. Allhoff and W. E. Hudson have been admitted to membership in the Merchants Exchange. The membership of C. E. Kern, Wm. T. Nolan and Herbert E. Rycroft have been posted for transfer.

C. Morton, chairman of the traffic com'te of the Merchants Exchange, was the principal speaker at the recent banquet of the St. Louis Grain Club. He urged the re-establishment of navigation on the Mississippi and the support of the members of the club for the proposed new barge line. Pres. Ballard appointed a com'te consisting of C. A. Morton, chairman; R. J. Pendleton, Geo. F. Powell, E. F. Catlin and E. C. Andrews to act for the club and the grain and milling interests of the city in promoting the barge line. John L. Messmore also addressed the members of the club on the proposed credit buro of the exchange.

MONTANA

Menard (Bozeman p. o.), Mont.—The Menard Merc. Co. will build an elvtr. in June.

Helena, Mont.—H. B. 216, providing for the payment of the dept. of state grain inspection was approved by the governor, Mar. 1.

Rudyard, Mont.—J. R. McCabe is mgr. of the International Elvtr. Co. and Walter Soderholm is agt. for the St. Anthony & Dakota Elvtr. Co.

Helena, Mont.—S. B. 65, prohibiting pooling in buying, selling and handling grain, and providing penalties for the violation thereof, was sent to the governor Mar. 4.

Conrad, Mont.—The elvtr. of the Montana Central Elvtr. Co., a subsidiary of the Cargill Elvtr. Co., of Minneapolis, containing 28,000 bus. of wheat, burned Mar. 7. Loss, \$42,000.

Baker, Mont.—J. M. Coughy is mgr. for the Columbia Elvtr. Co., and I am mgr. for the Bagley Elvtr. Co. The elvtr. of the Miller Elvtr. Co. is closed for the present.—M. E. Wheeler.

Coffee Creek, Mont.—The 20,000-bu. iron clad elvtr. of the Montana Elvtr. Co., containing 8,000 bus. of grain, burned recently. About half of the grain can be salvaged. The grain in our elvtr. was covered by insurance and the house was insured for about 80%. We will probably rebuild at once.—Montana Elvtr. Co., Lewistown.

Lewistown, Mont.—The Farmers Elvtr. Co. was given judgment for \$650, the full amount claimed, in its suit against Theo. Lindsay. On Aug. 26 defendant contracted to deliver 9,000 bus. of No. 1 Turkey red wheat. He failed to deliver the wheat and plaintiff claimed damages of 7c per bu., the difference between the contract price and that prevailing Sept. 5.—G. L. Friedlein, mgr. Farmers Elvtr. Co.

NEBRASKA

Genoa, Neb.—We have succeeded H. E. Fonda & Co.—Farmers Grain Co.

Wayne, Neb.—I have installed a new motor, not an engine as reported.—Marcus Kroger.

Unadilla, Neb.—The Farmers Elvtr. Co. will install a wagon scale, also a registering scale.

Auburn, Neb.—Eph. Rhodes has bot the interest of W. T. York in the elvtr. of Ord & York.

Valparaiso, Neb.—M. W. Spencer, of Schuyler, is now in charge of one of the elvtrs. here.

Duncan, Neb.—Ed. Ruffner has resigned as mgr. for the T. B. Hord Grain Co. and is now in Omaha.

Seward, Neb.—Imig, Hentzen & Co. will install a Hall Signaling Grain Distributor in their new elvtr.

Kenesaw, Neb.—Geo. Plambeck is interesting the farmers here in the building of a farmers elvtr.

Chappell, Neb.—We will build a 50-bbl. mill this summer.—C. H. Bennett, mgr. Farmers Elvtr. Co.

Humphrey, Neb.—I have succeeded G. Graham as agt. for the Crowell Lbr. & Grain Co.—H. O. Black.

Ragan, Neb.—I am now mgr. for the Farmers Grain & Gen. Shipping Ass'n at this station.—L. A. King.

Cozad, Neb.—The elvtr. of the Platte Grain Co., containing 3,000 bus. of grain, burned Mar. 14. Loss \$7,000.

Germantown, Neb.—Bock & Voss are now in possession of the elvtr. recently purchased from Wm. Ketels.

Tamora, Neb.—B. E. Brigham has been elected sec'y-treas. of the recently organized Farmers Grain & Coal Co.

Uehling, Neb.—The Farmers Merc. Ass'n has consolidated its lumber and elvtr. offices and both are now at the elvtr.

Stromsburg, Neb.—The Farmers Elvtr. Co. has been organized and a com'te selected to secure a site for a new elvtr.

Ord, Neb.—The recently organized Farmers Grain & Supply Co. has bot the elvtr. of the Omaha Elvtr. Co. at this point.

Blair, Neb.—The Farmers Equity Co. has been talking very strongly of building an elvtr., but nothing has been definitely decided.

Potter, Neb.—I am now working for the Farmers Grain & Mill Co. The company contemplates building an elvtr.—Jesse Hoadley.

Louisville, Neb.—The Farmers Elvtr. Co. incorporated; capital stock, \$6,500; incorporators, James Terryberry, E. Pautch and others.

Humphrey, Neb.—I have succeeded John Lueschen as bookkeeper for the Nye-Schneider-Fowler Co. at this point.—Leonard Hamel.

Exeter, Neb.—Sam Gaut, formerly with the Nye-Schneider-Fowler Co., is now our ass't mgr.—S. M. Manning, mgr. and treas. Exeter Elvtr. Co.

Creighton, Neb.—Louis E. Mann has sold his lumber yard and sheds to the Creighton Lbr. Co., but will continue in the grain and coal business.—T.

Tilden, Neb.—New officers of the Farmers Elvtr. Co. are Robert Dales, pres.; Wm. Dabnke, vice-pres.; Max Giehler, sec'y, and C. L. Corkle, treas.

McCool Jct., Neb.—E. Robinson, agt. for the Van Wickle Grain & Lbr. Co. at Lush-ton, has been transferred to this point, succeeding H. Huntington.

Hollinger, Neb.—Officers of the Enterprise Grain Co. are A. H. Griffith, pres.; Zeba Newton, sec'y; F. A. Kaiser, treas., and F. T. Waggoner, mgr.

Motala (Minden p. o.), Neb.—The recently incorporated Farmers Grain & Supply Co. will build an elvtr.—A. T. Carlson, mgr. Axtell Grain & Elvtr. Co., Axtell.

Davey, Neb.—We are just getting ready to incorporate and will build a new elvtr. Ole G. Larson is pres. of our company and I am sec'y.—J. M. Hanson, Farmers Elvtr. Co.

Surprise, Neb.—G. A. Tobey has succeeded me as mgr. for the Updike Grain Co. at this station.—W. F. Sheppard, mgr. Farmers Union Co-operative Ass'n, Ceresco.

Waverly, Neb.—Mgr. Eugene Miller, of the Waverly Grain Co., recently fell from the top of the elvtr. to the main floor and altho severely bruised and shaken was not seriously hurt.

Motala (Minden p. o.), Neb.—Officers of the recently incorporated Farmers Grain & Supply Co. are T. B. Keedle, pres.; Albert Glantz, vice-pres., and Ed. J. Peterson, sec'y-treas.

Spalding, Neb.—John Wares, of Primrose, has succeeded J. O. Garner as mgr. for the T. B. Hord Grain Co., Mr. Garner having been transferred to the company's elvtr. at Richland.

Silver Creek, Neb.—Our company has bot the elvtr. of the Farmers Elvtr. Co. and will take possession Apr. 1. We will not build as we had intended.—Chas. Wooster, pres. Farmers Elvtr. Co.

Lushton, Neb.—Clyde Walters has succeeded E. Robinson as mgr. for the Van Wickle Grain & Lbr. Co. here. Mr. Robertson having been transferred to the company's elvtr. at McCool Jct.

Hastings, Neb.—The new elvtr. of the Hastings Mfg. Co., replacing the house burned Jan. 28, has been completed. The equipment includes a new 71-h.p. electric motor and the elvtr. is now in operation.

Belden, Neb.—John McQuillan has leased the elvtr. of the P. B. Mann-Anchor Co., and will repair it as soon as weather permits. I am still with him and during his absence at Excelsior Springs, Mo., where he is under treatment for rheumatism, I am managing all 4 of his houses.—J. G. Myers.

Richland (R. R. name Benton), Neb.—The Farmers Union did not buy an elvtr. here as reported. I am now agt. for the T. B. Hord Grain Co., having been transferred from the elvtr. at Spalding.—J. O. Garner.

Polk, Neb.—The organization of the Farmers Elvtr. Co. has been prefected, the capital stock to be \$25,000, of which \$10,000 will be paid up. S. F. A. Adelson, A. Dierker, R. L. Smith, S. F. Hahn and D. T. Samuelson are directors.

Powell, Neb.—We have succeeded Danksin & Lowe and have installed a hopper scale and practically remodeled the house. The handling capacity has been increased 100%. We also handle lumber, coal and farm implements.—C. W. Samms, mgr. Nelson Bros.

Edgar, Neb.—The Farmers Co-operative Union Ass'n recently incorporated here does not intend to build an elvtr. We will try to consolidate with the Farmers Commercial Ass'n, many of whose members are farmers, and who are also members of our organization.—A. D. Skinner, mgr.

Ceresco, Neb.—W. F. Sheppard, formerly agt. for the Updike Grain Co. at Surprise, is now mgr. of the Farmers Union Elvtr. Ass'n and is operating the elvtr. recently bot by the company from O. F. Hines. The company has been incorporated; capital stock \$25,000; incorporators and officers, J. A. Brodd, pres.; O. Pearson, vice-pres.; J. S. P. Moyer, sec'y, and D. S. Ethell, treas.

Rising City, Neb.—We have made no definite plans as to an elvtr., but as soon as we can will engage in the grain business. It would require a 30,000-bu. house to adequately take care of the grain business at this point. Our officers are John Haney, pres.; David Londenslager, vice-pres.; Geo. Dechert, treas., and myself, sec'y and mgr.—John I. Morris, Farmers Elvtr. Co.

Pilger, Neb.—Our office burned at 4 a. m., Feb. 1, and we have rebuilt it, putting up a 20x24x14 ft. building, which is far more convenient than the old one. Investigation at the time of the fire showed that the safe in the office had been tapped, but it only contained \$2.25. Our loss was fully covered by insurance. The elvtr. burned four years ago and was rebuilt at once.—Nye-Schneider-Fowler Co., N. A. Allen, mgr.

Bladen, Neb.—A dividend of 30% has been paid to the creditors of Wm. Rundberg, who failed some time ago. Farmers who had wheat in store in the elvtr. were not allowed to share in the dividend. The payment to unsecured creditors was greatly increased by the fact that the claim of the state bank of this city was not allowed because it was found that the bill of sale for the elvtr. to the bank had been recorded in the wrong county. The elvtr. was sold last December to Gund & Sein for \$5,700. It is believed that common creditors will receive 60 cts. on the dollar.

Harvard, Neb.—When Emil Bauer, mgr. of the Farmers Elvtr. Co., was summoned to the bank, Mar. 8, in reference to a check which had been made out by him and for which there were no funds in the bank, he left the elvtr. office and went to the depot instead of the bank, boarding the first train out of town. His accounts have been investigated and are said to show heavy losses. Bauer wrote to Pres. Harrington of the company and said he could not return at once, tho he might come back some time. He leaves a wife and two children here. He was traced to Kansas City, but has not been located as yet. On Mar. 15 the stockholders of the company decided to make a petition of bankruptcy, scheduling its assets at \$10,587.82 and its liabilities at \$34,461.82. Nearly 21,000 bus. of wheat, which 14 stockholders of the company tho they had stored in the elvtr. were found to have dwindled to less than 200 bus. after Mgr. Bauer's disappearance. The 1st Natl. Bank is reported to hold a \$4,000 mortgage against the Farmers Elvtr. Co., whose elvtr. is valued at \$6,000.

Ong, Neb.—Wm. Rundberg, who failed in the grain business at Bladen, last fall, was stricken with apoplexy, Feb. 23, and died in a few hours. Business worries are believed to have caused his sudden death.

Beatrice, Neb.—Benjamin F. Hagerman believes that he is entitled to \$20,000 damages for the injuries he received when he was blown into the river, 50 ft. from where he was working, by a dust explosion in the plant of the Black Bros. Mfg. Co., Sept. 23, 1914. He has brot suit for that amount. He alleges that the explosion was caused by the accumulation of dust and that the machinery in the plant was not properly protected from the dust. He claims that he has been permanently disfigured by the burns that he received at the time and that his arms and hands were so deeply burned that the muscles and tendons have become calloused and shortened so that he is practically disabled for life and can not support his family.

LINCOLN LETTER.

Lincoln, Neb.—The old vertical grain test law has been repealed.

Lincoln, Neb.—H. R. 468, introduced by Representative S. M. Fries, by request, is an act to establish a testing laboratory and necessary equipment for Nebraska grains and their products at the Agricultural College and to appropriate \$10,000 therefor.

H. B. 527, introduced by Representative R. C. Hunter, is an act to suppress bucket-shops. It defines "bucket-shops," "futures," "dealing in futures" and "future contracts," and carries a penalty for violation of the act. It makes it unlawful to conduct or carry on or be interested in conducting or carrying on of any bucket-shop; to rent or lease property to be used for a bucket-shop; to act as agt. or offer to act as agt. or employee of persons interested in conducting a bucket-shop; to act or offer to act as agt. or employee of any person or corporation in making or offering to make any future contract; to make or offer to make any future contract; for any telegraph or telephone company to permit any telegraph or telephone wire or instrument to be or remain in any bucket-shop or be used by any person engaged in any business rendered unlawful by this act. H. B. 528, also introduced by Hunter, provides for the enjoining, by the state or by any citizen, the habitual use of any premises for carrying on bucket-shops; to provide for the enjoining, by the state or any citizen, of the permitting to remain in any bucket-shops, of any telegraph or telephone or wireless wires or instruments.

OMAHA LETTER.

The Rainboldt Corn Co. has moved into new quarters in the Brandeis Bldg.

Omaha, Neb.—We are indebted to Sec'y Frank P. Manchester for a copy of the 11th annual report of the Grain Exchange containing the list of officers, standing committees and officers of the inspection and weighing dept. It also has a complete list of the elvtr. and weighing facilities of the city and names of all active grain firms at this market. Statistics covering the receipts and shipments of grain, disposition of shipments from this market during the year, range of cash prices, inspection on arrival, out inspections, etc., are also given. The report closes with a complete list of the members of the exchange.

The Western Grain Dealers' Ass'n will hold its annual convention in this city Apr. 16-17, with headquarters at the Hotel Fontenelle. The members of this Ass'n will be the guests of the Grain Exchange and elaborate plans have been arranged for their entertainment. These plans include a banquet and cabaret performance at the Fontenelle; an automobile ride about the city, and a reception for the wives of the visitors. It is anticipated that at least 500 delegates will attend. The members of the Western Grain Dealers Ass'n have become large shippers to the Omaha market during recent years, and as this is the first opportunity that the Omaha grain men have had to secure a convention of this organization, it is their intention to make their visit such a pleasant one that Omaha will be long remembered as a host.—Frank P. Manchester, sec'y Grain Exchange.

NEW ENGLAND

Worcester, Mass.—J. B. Garland & Son are building additional storage room.

Boston, Mass.—John M. Little has been elected treas. of the Chamber of Commerce, to succeed Dan'l Morss, who died Jan. 25.

Saugus Center, Mass.—Our recent fire was in a hay shed and was due to a grass fire near the building. The elvtr. was not damaged.—Bulman & Cressly.

NEW JERSEY

Perth Amboy, N. J.—A. M. Metzendorf will remodel his warehouse into an up-to-date elvtr. New bins will be put in and choppers, corn crackers and motors will be installed.

NEW MEXICO

Melrose, N. M.—Our new elvtr. at this station will be operated as Burdick & Stone.—E. P. Burdick.

Roy, N. M.—J. J. Barry, representing J. E. Patton Grain Co., of Texhoma, Okla., is building an elvtr. here.

Portales, N. M.—I have succeeded the C. B. Cozart Grain Co. here.—W. S. O'Dell, formerly mgr. for Cozart company.

Clovis, N. M.—We expect to have our new 5,000-bu. elvtr. at this station completed in 10 days. We will operate the house as Burdick & Stone.—Lester Stone.

NEW YORK

Holcomb, N. Y.—We have an elvtr. as well as a mill here. The elvtr. has a capacity of 25,000 bus. and is on the B. & Can. branch of the N. Y. C.—Lay & Dible.

New York, N. Y.—Michael J. Ahearn, the oldest member of the Produce Exchange, died recently at the age of 80. He was long engaged in the flour, grain and warehouse business at this port.

New York, N. Y.—The following have applied for membership in the Produce Exchange: Richard F. Bausman, Julius F. Korn, Francis J. Saxon, Elmer B. Chamberlin and W. L. Seligmann, treas. of the Geo. Urban Mfg. Co., Buffalo. The following have been admitted to membership: Carl H. Langenberg, St. Louis, Mo.; Wm. E. Hudson, Chicago; Geo. W. Eddy, Boston; Alfred Ettlinger, New York; James J. O'Donohue, Winnipeg, and Stamatis D. Stamatopulo, of Greece.

Buffalo, N. Y.—Frank A. Pierce, employed by the Chamber of Commerce, recently filed a claim with the Workmen's Compensation Com'n for injuries received in a playful scuffle with two members of the exchange at the annual celebration last January. His ankle was broken and gangrene is said to have developed. Mr. Pierce was in the corridor when the jollification was taking place and was caught by two members who insisted that he join in the fray. The accident occurred when he resisted their efforts. As the accident was not the result of his employment, the com'n disallowed his claim for damages.

NORTH DAKOTA

Wellsburg, N. D.—The elvtr. of the Billigmeier-Heil Co. burned recently.

Temvik, N. D.—The Farmers Union contemplates the erection of an elvtr. here.

Hope, N. D.—The Farmers Grain Co. has installed a feed mill.

New England, N. D.—The Regent Grain Co. is rebuilding its elvtr., burned Dec. 26, 1914.

Heil, N. D.—The Heil Equity Exch. will build an iron clad warehouse adjoining its elvtr.

Buford, N. D.—Farmers Grain & Merc. Co., incorporated; capital stock, \$10,000; incorporators Harry Abbott, John W. Harp and J. P. Beisel.

Manfred, N. D.—Manfred Co-operative Grain Co., incorporated; capital stock, \$8,000.

McVillie, N. D.—The office of the National Elvtr. Co. was recently slightly damaged by fire.

Enderlin, N. D.—P. G. Miller, formerly mgr. for the Farmers Elvtr. Co., is now in St. Paul, Minn.

Bantford (New Rockford p. o.), N. D.—R. Indergaard will build an elvtr. on his farm near this point.

Williston, N. D.—The plant formerly operated by the Williston Mfg. Co. is now operated by the Rugby Elvtr. Co.

Rugby, N. D.—We did not take over the elvtr. of the North Dakota Grain & Land Co., buying the machinery business of the company, only.—Buchl & Noonan.

Balfour, N. D.—H. Hanson is mgr. of the Farmers Exchange Elvtr.—E. W. Meinhardt has installed an automatic scale in his elvtr.—M. J. Gurnett, mgr. Osborne-McMillan Elvtr. Co.

Carson, N. D.—We have bot the elvtr. of the Occident Elvtr. Co. and will take possession Apr. 1. H. A. Seeley is sec'y.—P. E. McDowell, Farmers Elvtr. Co.—Lloyd Helder is mgr. The company will not build as has been reported.

Souris, N. D.—The Farmers Elvtr. Co. will not build or buy an elvtr. this year, as has been reported. The Farmers Elvtr. burned Oct. 12, 1914. We have leased the elvtr. of the Winter-Truesdell-Ames Co.—Acme Grain Co.—Ray W. Judy, agt.

McVillie, N. D.—J. W. Lobart has been awarded judgment for \$3,997.72 against the Minnesota Elvtr. Co. which formerly operated an elvtr. here. The defendant company bot Lobart's elvtrs. at this point and at Warwick and the judgment covers the value of grain and lumber left with the company when it bot the elvtr. in 1908. The defendant sold its elvtr. here in 1912.

Bismarck, N. D.—By a final vote of 25 to 18, the senate on March 11, killed the proposed amendment to the terminal elvtr. bill which proposed to continue the ¼ of one mill levy for 1915 and 16. When the house refused to concur in the amendment which was passed by the senate on the 11th, the doom of the bill was sealed, and the terminal elvtr. fund now amounting to \$38,000. was discontinued. The bill, however, allows an appropriation of \$2,000 to be used by the railroad com'n for further investigations in the matter to be reported to the next legislature.

Bismarck, N. D.—The charters of the following elvtr. companies have been forfeited and cancelled for failure of the companies to make the annual report for 1914 as required by law: Farmers Elvtr. Co., Addison; Andrus Farm & Elvtr. Co., Glover; Farmers Elvtr. Co., Brocklet; Bentley Equity Exchange, Bentley; Equity Elvtr. & Trading Co., Grace City; Equity Elvtr. & Trading Co., Pemen; Farmers Co-operative Elvtr. Co., Oriska; Farmers Elvtr. Co., Kulm; Farmers Elvtr. Co., Kindred; Farmers Elvtr. Co., Minnewaukan; Farmers Elvtr. Co., York; Farmers Elvtr. Co., White Earth; Farmers Elvtr. Co., Hurd; Farmers Elvtr. Co., Benedict; Farmers Elvtr. Co., Nanson; Farmers Co-operative Grain & Supply Co., Reeder; Farmers Co-operative Ass'n, Courtney; Farmers Equity Co-operative Co., Glenburn; Farmers Elvtr. & Merc. Co., Fairview; Farmers Elvtr. Co., Karlsruhe; Farmers Elvtr. Co., Scranton; Farmers Elvtr. Co., Bentley; Farmers Elvtr. Co., Warner; Farmers Elvtr. Co., Halfiday; Farmers Elvtr. Co., Grand Harbor; Farmers Elvtr. Co., Glen Ullin; Farmers Elvtr. Co., Grafton; Farmers Elvtr. Co., Knox; Farmers Elvtr. Co., Litchville; E. Lloyd Elvtr. Co., Beach; Mose Elvtr. Co., Mose; Missouri River Grain Co., Hensler; New England Equity Exchange, New England; Palermo Grain Co., Palermo; Farmers Elvtr. Co., Pillsbury; Rhame Independent Elvtr. Co., Rhame; Sayre-Strong Grain & Merc. Co., Harvey; Farmers Elvtr. & Trading Co., Sentinel Butte; Tousley Elvtr. Co., Clearwater, Minn.; and W. J. Webb Elvtr. Co., Merricourt.—Thos. Hall, Sec'y of State.

Rugby, N. D.—The plant of the Rugby Mfg. Co. was recently damaged by an explosion.

McCanna, N. D.—Turle & Co., of Duluth, Minn., have been made co-defendants with several insurance companies in a suit brought by 6 farmers of Grand Forks, for payment of storage tickets held on grain in the elevator of H. H. Walland, burned May 13, 1914. The elevator was owned by Walland and was insured by him and by Turle & Co. It is said that the latter company held notes and mortgages, together with an assignment of the insurance on the elevator, and that they demanded all of the insurance money. The plaintiffs hold that as owners of the grain they should receive a part of the insurance money either from the companies or from Turle & Co.

Minot, N. D.—About 300 delegates attended the 4th annual convention of the North Dakota Farmers Grain Dealers Ass'n, in this city, Mar. 10 to 12. Among the interesting addresses was that of James A. Axtel, of Hurdsville, on "Coopering Cars." Mr. Axtel said that the railroads in North Dakota were unfair to small grain dealers in refusing to cooper cars for the hauling of grain, that they discriminated in favor of the big terminals, and that grain men and farmers of the state should unite to have proper legislation enacted at Bismarck. The statements of Mr. Axtel precipitated a general conversation regarding the coopering of cars and other important legislative matters affecting the grain men of North Dakota. Officers elected were: P. A. Lee, of Pekin, N. D., pres.; H. S. Thompson, Valley City, vice pres.; William Holmquist, Ryder, second vice pres.; A. A. Lane, Sherwood, secy.; and E. G. Quamme, Finley, treas. Grand Forks was selected as the next convention city.

OHIO

Defiance, O.—The Farmers Co-operative Co. will build a fireproof elevator.

Custar, O.—Sam. Deckrosh, of Krohn & Deckrosh, died Mar. 4, at the age of 48.

Westville, O.—W. H. Gordon is now sole owner of the elevator of W. H. Gordon & Co.—C. C. J.

Milton Center, O.—I now own elevators here and at Farnham Siding (Weston p. o.).—L. L. Cass.

Marion, O.—We have remodeled our gasoline engine and put a new cylinder in it.—Ruffing & Messler.

Piqua, O.—O. E. Milton Crowe is wearing the smile of smiles. There is a little Miss Crowe in his home. She arrived March 11.

Greenville, O.—Miller & Nagel have succeeded The Miller Grain Co., the change being merely a transfer between partners.—C. C. J.

Dodson (Brookville p. o.), O.—I have bought the only elevator here. It was formerly owned by R. Chadwick.—G. A. Detamore, Brookville.

Crestline, O.—The plant of the Phoenix Mfg. Co., operated by C. L. Otto and practically owned by the Weaver Bros. Co., has been closed.

Tontogany, O.—Dan'l Houston recently caught his arm in the machinery at the elevator of the Royce & Coon Co. Both bones in his arm were broken.

College Corner, O.—I am building another story on the building adjoining my elevator, and will install a 30 or 35 bbl. flour mill to be operated by an oil engine.—O. P. Davis.

Centerburg, O.—We are contemplating the installation of an automatic scale, car loader, new shafting, pulleys, hangers and conveying machinery in our elevator.—T. D. Uddike & Son.

Tippecanoe City, O.—The Tippecanoe Mfg. Co. has increased its capital stock from \$25,000 to \$35,000 and has bought the elevator of J. A. Brubaker at Brown sta. (Rex p. o.), Henry Brubaker, junior member of the firm, will be mgr. L. L. Youart will assist him.

Kingston, O.—The N. & W. Ry. Co. has been made defendant in a suit brought by Jesse Brundidge to enjoin the company from compelling him to move his elevator off the right of way.

Fremont, O.—Wolfe Bros. have enlarged their grain business to include domestic coal, and have erected modern coal-pockets equipped with machinery furnished by the Webster Mfg. Co.

Lima, O.—My son has decided to engage in other business and I will operate only one elevator, and shall devote my time principally to the hay business.—C. E. Young, C. E. Young & Son.

South Charleston, O.—Huston Co. are wrecking the old elevator on the D. T. & I. R. R. It has been used for storage only for a number of years. The company has another elevator here.

Okolona, O.—We took possession of the J. W. Long Elevator, which we recently bought, Mar. 6, and now operate both elevators under the same management.—D. W. Navin, Okolona Grain & Stock Co.

Fostoria, O.—A. T. Ward is now actively in charge of Fostoria Grain Co. The firm will make a specialty of shipping sacked grain. A drier will be installed and additional storage for 200,000 bus. will be built.

Canton, O.—The J. C. Neely Co. has brought suit against C. T. Hamilton for \$235.07 damages for default of contract on a car of corn and loss on a car of oats that it is alleged did not grade up to sample submitted.

Portsmouth, O.—The funeral of Harry S. Grimes, who died Mar. 8, was held in the All Saints Episcopal Church, at 1:30 p. m., Mar. 9. The service was a public one and hundreds of friends and acquaintances from this city and from out of town crowded the church and stood in bowed silence outside of the edifice which was filled to overflowing. The beautiful Episcopal burial service was read by E. Ainger Powell, rector of All Saints and in the sermon that followed he paid a glowing tribute to the deceased. Mr. Grimes' favorite hymns were sung. Rev. Powell said in part: "Harry S. Grimes was confirmed in this church on November 14th, 1869, by the Right Reverend Gregory T. Bedell. He was for many years prominent in all the activities of Christ Church in this city and served the interests of that parish as a member of its vestry. When I came to Portsmouth as a stranger 5 years ago, none did more than he, to make me feel at home in this city which I have learned to love. He was more than a man. He was a gentleman. His courtesy was of a type now, alas! fast disappearing. Never shall I forget the courtly dignity of his bearing. While thoroughly modern and progressive in most things, his manners belonged to the old regime." The body was viewed by hundreds as it lay in state in the home. A delegation of United Commercial Travelers, members of the Knights of Columbus, of the Merchants' Exchange and other organizations paid a last tribute to their friend and fellow citizen. The flag on the city hall was draped at half mast and all of the city buildings were closed during the hours of the funeral and all stores and manufacturing plants closed during the passage of the funeral cortege. The directors of the Board of Trade of which Mr. Grimes was pres. for many years, formed the escort of honor. The active pallbearers, all warm personal friends of the deceased, were Edward Stritmatter, his partner, in the Grimes-Stritmatter Co., V. Harold, P. H. Harsha, Wm. B. Altsman, A. N. Jordan and Robt. S. Kyle. Resolutions of condolence were passed by the Board of Trade, The Retail Merchants Ass'n, All Saints Parish, Mayor Adam Frick, and many other organizations in which Mr. Grimes always had a vital interest. The National Hay Ass'n also adopted resolutions of respect. Mr. Grimes having been a member of that ass'n. The floral tributes were profuse and beautiful. Mr. Grimes was as his pastor said, "one of nature's noblemen" and "for years beyond our ken, the light he leaves behind him lies upon the paths of men."

CINCINNATI LETTER.

The Early & Daniel Co. has let contract for its new concrete elevator.

Frank Watkins has been appointed ass't to Mgr. C. S. Custer, of the Cleveland Grain Co. at this market.

The Fitzgerald Bros. Co. is now representing Paul Van Leunen & Co., who recently moved to Indianapolis, Ind., at this market.

Mrs. Archibale, wife of the doorkeeper and custodian of the Chamber of Commerce, died Mar. 13 after a brief illness. Robert Archibale, a son, is mgr. of the weighing dept. of the exchange.

B. W. Wasson, member of B. W. Wasson & Co., is still seriously ill, and fears for his recovery are felt by his many friends on 'change. He is 82 years old and was actively engaged in the grain business until a few months ago, when illness compelled him to take a rest.

Bills mailed by the Seelmeyer-Fox Grain Co. were recently stolen from the mail boxes of the firms to whom they were addressed and later presented to the companies by a young man who endeavored to collect the amount of the account. The authorities have been notified and a sharp lookout for the swindler is being maintained.

The inspection dept. of the Chamber of Commerce is not required to inspect grain or hay for shippers unless it has been ordered by a member of the exchange, according to a recent order posted by Chief Inspector Geo. H. Munson. Consignments to members of the exchange are the only ones that the dept. is required to inspect.

At the annual meeting of the Grain & Hay Exchange, H. Lee Early was elected pres., succeeding Wm. R. McQuillan, Ed. J. Fitzgerald vice-pres., and C. S. Custer, sec'y-treas., to succeed Paul Van Leunen. A proposition to increase commission charges on account of high prices and the amount of money involved was approved and will be submitted to the directors of the Chamber of Commerce.

TOLEDO LETTER.

Publication of the Toledo Daily Market Report has been discontinued, and it will be succeeded by the Toledo Daily Post.

The Produce Exchange has decided to move into new quarters in the 2d Natl. Bank Building where many grain firms already have offices.

D. W. Camp, dean of the Toledo grain men, celebrated his 80th birthday anniversary, March 13. He is vice-pres. of the Produce Exchange and pres. and founder of the Toledo Grain & Mfg. Co. and is still active on 'change. His many friends on 'change showered him with congratulations and good wishes.

OKLAHOMA

Fairland, Okla.—Geo. F. Milbourn has let contract to A. F. Roberts for extensive repairs on his elevator.

Bixby, Okla.—O. B. Linkhart, formerly agt. for the R. H. Drennan Grain Co., is now in Cheyenne, Wyo.

Vinita, Okla.—Pittman & Harrison of Claremore are operating the elevator of W. H. Strange at this station.—Vinita Elevator Co.

Kremlin, Okla.—Farmers Elevator Co., incorporated; capital stock \$5,000; incorporators, Chas. W. Hammond, Ed. Leonard and Oscar Ekstrom.

Woodward, Okla.—Three Hall Special Elevator. Legs will be installed in the new Electric Model Mill & Elevator owned by the Woodward Cotton Co.

Gerty, Okla.—Gerty Mill & Elevator Co., incorporated; capital stock, \$5,000; incorporators D. M. Rogers, Stuart; J. G. Ingram, T. A. Ogee and C. C. Martin, all of Gerty.

Frederick, Okla.—I have sold my elevators here and at Loveland to the Wichita Mill & Elevator Co., Wichita Falls, Tex., and I will move to that city.—F. M. Kell, prop. Frederick Grain Co.

Sallisaw, Okla.—We have recently incorporated and we will handle grain and vegetables. Our officers are W. N. Littlejohn, pres.; J. M. Caldwell, vice-pres.; and myself sec'y-treas.—C. W. Crossno, Sequoyah Fruit, Grain & Truck Growers Ass'n.

Laverne, Okla.—The Laverne Society of Equity is said to be contemplating the building of an elvtr. of 10,000 bus. capacity.

Enid, Okla.—Work will be started at once on the new elvtr. of A. E. Stephenson and every effort will be made to have it completed May 1.

Hooker, Okla.—We have let contract to the White Star Co. for a 25,000-bu. elvtr. equipped with chalk mill, cleaner and automatic scale. This is a branch office. We expect to build another elvtr. this season, but are undecided just where it will be.—L. H. Pettit Grain Co., Hutchinson, Kan.

Claremore, Okla.—Major Moberly, mgr. of the Claremore Mill & Elvtr. Co., is reported to have been held by the authorities, Mar. 16, charged with the alleged theft of grain from cars on the mill siding on the night of Mar. 5. He is well known to the trade in Oklahoma City where he was formerly in business.

Weatherford, Okla.—R. L. Lockstone, vice-pres. and mgr. for the White-Lockstone Grain Co. has resigned. He will take a month's vacation and Apr. 1 will start with the Wheeler Bros. Grain Co. June 1st the company will increase its stock, at which time Mr. Lockstone will become a stockholder and member of the firm.

Vinita, Okla.—The elvtr. of the Vinita Elvtr. Co., containing \$4,500 worth of grain, burned, Mar. 11. Fire was seen in the basement of the elvtr. at 10:30 but by the time the fire dept. arrived there was no trace of flames. A thoro search was made and nothing was found. At midnight, however, the flames burst from the building and nothing could be done to save it. The loss is placed at \$10,000 and is partially covered by insurance. The house was owned by Claude Freeman and L. P. Garrison. Mr. Freeman has lately been interested in the organization of a company to operate the old mill in this city.

OREGON

Portland, Ore.—P. J. Fransioli, of P. J. Fransioli & Co., Tacoma, Wash., has been elected to membership in the Merchants Exchange.

Hillsboro, Ore.—Work has been started on the elvtr. and warehouse of C. B. Buchanan & Co. The house will be 50x100 ft. on a concrete foundation with 30 ft. grain bins on the second floor.

Portland, Ore.—The Portland Flouring Mills Co. will build a 140x90 ft. warehouse addition to its plant on the waterfront. It will be of mill construction with metal window sashes, and wired glass windows. It will cost \$20,000.

PENNSYLVANIA

Richland, Pa.—Chas. Kalbach has let contract for a new scale house adjacent to his elvtr.

PHILADELPHIA LETTER.

Howard F. Brazer, with Wm. P. Brazer, has applied for membership in the Commercial Exchange.

Philadelphia, Pa.—A new room for the testing and display of grain and seed samples will be added to the grain inspection dept. of the Commercial Exchange.

The Commercial Exchange has been notified by the Penna. Ry. Co. that demurrage charges cannot be assessed on grain coming into this city until 30 days after arrival.

The new rules of the Commercial Exchange provide that there shall be 2 new standing com'ites, one on arbitration of 5 members and one on appeals of 7, whose duties shall be to investigate and decide all mercantile, commercial and financial disputes between members of the exchange or between members and non-members of the exchange.

PITTSBURGH LETTER.

Col. Frank I. Rutledge, a pioneer of the grain and flour com's'n business at this market, died recently.

The C. A. Foster Co. incorporated to deal in grain, hay, straw and grain products; Karl E. Wilson and L. M. Painter, incorporators.

G. Raymond Seavey, of Seavey & Clark, died Mar. 16. He had been in the grain business at this point for a number of years, altho only 25 years old.

SOUTH DAKOTA

Hurley, S. D.—Ohlsen Bros. have bot the elvtr. and coal sheds of C. F. Corkhill.

Henry, S. D.—I will build a potato warehouse adjacent to my elvtr.—E. Blankenburg.

Sioux Falls, S. D.—We have closed our office in this city.—E. M. Kauth, E. M. Kauth & Co., Sioux City, Ia.

Leola, S. D.—F. R. Gabert, formerly agt. for the Pacific Elvtr. Co. at Stratford, is now mgr. for the company at this point.

Woonsocket, S. D.—I will take possession of the elvtr. of Mark Wertz which I recently bot, June 1.—F. N. Theisen, Artesian.

Winner, S. D.—There are many reports of the organization of a farmers elvtr. company here, but I do not think one will materialize.—C. L. Smith, agt. Nye-Schneider-Fowler Co.

Watertown, S. D.—Some one entered the office of the elvtr. of Ostrander & Son, while Mr. Ostrander was in the elvtr., and stole \$28 from the manager's desk. The theft occurred during business hours but no trace of the thief has been found.

Nisland, S. D.—I will start work on my new 12,000-bu. cribbed elvtr. in May. It will be covered with metal and equipped with cleaner, man-lift, hopper scale, 12 h.p. oil engine and Bowsher Feed Mill. My motto is "Du-er now."—J. D. Duer.

Henry, S. D.—The elvtr. of James Ralph was sold at sheriffs sale, Feb. 27, to the E. P. Bacon Co. and I leased it from that company. Later I bot it and have reshingled it and expect to install an up-to-date feed mill very soon. I will handle grain, coal, flour and feed. I also operate an elvtr. at Athol, S. D., and at Cobden, Minn.—E. Blankenburg.

SOUTHEAST

Tampa, Fla.—Harman & Hulseay have moved into new quarters.

Augusta, Ga.—It is rumored that A. J. Martin will build an elvtr. here.

Shannon, Miss.—W. B. Redus & Son will install a corn sheller and handle corn here.

Vicksburg, Miss.—It is reported that the elvtr. proposition is again being agitated at this point.

Wilmington, Del.—The R. G. Smith Co. incorporated; capital stock \$25,000; incorporators, F. D. Buck, G. W. Dillman, and M. L. Horty.

Miami, Fla.—The Miami Com's'n & Commercial Co., incorporated; capital stock of \$10,000; incorporators, Walter Welch, Jr., L. R. Pinnell and L. I. Welch.

Tampa, Fla.—The Tampa Brokerage Co. is now located in new quarters in the warehouse of H. C. Draper which was formerly operated by Bonacker Bros.

Natchez, Miss.—Our new elvtr. will have a capacity of 50,000 bus. and will be located on the Y. & M. V. R. R. It will cost about \$25,000 and will be of wood construction.—Neely Bros. & Co.

Spartanburg, S. C.—We will not build an elvtr. but are building a 125-bbl. flour mill. We have storage capacity for from 5,000 to 8,000 bus. of grain. The mill will be of brick and equipped with electric power. We will operate it as the Spartanburg Roller Mills with N. L. Bennett as pres. and sec'y and myself treas. and mgr.—J. T. Blackwen, prop. Palmetto Roller Mills.

Montgomery, Ala.—The Hobbie Grocery Co. has a grain elvtr. here and we have been unable to learn of anyone else that contemplates building or operating one, as has been reported.—Dahlberg Brokerage Co.

Decatur, Ala.—The plant of the Decatur Mill & Elvtr. Co., containing several thousands of dollars worth of wheat, flour, etc., burned Mar. 7. The loss is partially covered by insurance. The plant was of frame construction with corrugated iron roof.

St. Augustine, Fla.—The state Board of Health has declared a quarantine on all shipments, including grain, from Connecticut, District of Columbia, Delaware, Illinois, Wisconsin, Virginia, Washington, Rhode Island, Pennsylvania, Ohio, New York, New Hampshire, New Jersey, Michigan, Montana, Maryland, Iowa, Kansas, Indiana and Kentucky, on account of foot and mouth disease.

Atlanta, Ga.—The post office dept. at Washington, D. C., has issued a fraud order against W. A. Peebles, operating as the Georgia Lbr. & Grain Co. and the Georgia Brokerage Co. The following report was made to the postmaster general by the investigators of the case: "On Feb. 5, 1915, William A. Peebles, who owns and operates the business done under the above names, was called upon to show cause, on or before Feb. 24, why a fraud order should not be issued against him. No answer whatsoever has been made to this citation. All the evidence in the case has been carefully considered and I find the facts are as follows: By means of letters sent thru the mails, Peebles represents that the Georgia Lumber & Grain Co. and the Georgia Brokerage Co. deal in yellow pine lumber, grain, shingles, laths, hay, fertilizer, tankage, cotton hulls and cotton meal, and that he has telephone and cable connection, all of which is prominently printed upon the letter heads used by him in the transactions in which he is engaged. These representations are false and fraudulent. He is not a legitimate dealer in such commodities, has no proper equipment for conducting a business of this character, and has no telephone or cable connection. All investigations by the inspector who reported this case shows that no less than 32 cars of lumber and coal, valued at \$5,032.64 have been shipped to him during the years 1911, 1912, 1913 and 1914, and in every instance he has failed to pay the shipper. In many instances he sold the contents of the car for less than the price at which it was purchased and he always appropriated the proceeds. The scheme was operated thru the Post Office establishment of the United States and he receives about 4 letters a week."

TENNESSEE

Cooksville, Tenn.—The new 5,000-bu. elvtr. of the Cooksville Roller Mills has been completed.

Springfield, Tenn.—John W. Potter is interested in the organization of a farmers elvtr. company to build an elvtr.

Smyrna, Tenn.—Leroy McKennon was instantly killed, Mar. 10, when he was caught in the machinery of his mill on Spring Creek.

Germantown, Tenn.—The Germantown Grain Co. will build a 15,000-bu. elvtr. and a 35x160 ft. mill and warehouse. The Southern Ry. Co. will build a spur track to the plant.

Memphis, Tenn.—H. H. Maury, formerly of Webb & Maury, is believed to be fatally ill. He is one of the oldest and best known grain men at this market, retiring from active business a few months ago after 25 years of service.

TEXAS

Jackson, Tex.—The Jackson Mill & Elvtr. Co. will probably install a 150-h.p. Corliss engine.

Glazier, Tex.—We have bot the elvtr. of the Barkemeyer Grain Co.—C. B. Cozart Grain Co., Woodward, Okla.

Galveston, Tex.—The Monarch Mfg. Co., manufacturers of peanut products, will build a peanut elvtr. at this port.

Galveston, Tex.—The Texas Grain Dealers Ass'n will hold its annual convention in this city May 24 and 25, according to present plans.

Panhandle, Tex.—The C. B. Cozart Grain Co. is building a 15,000-bu. elvtr. to be ready for operation by the time the new crop moves.

Paducah, Tex.—We have engaged at the grain business at this point and have a warehouse 150x200 ft. We make a specialty of milo maize and cane seed.—Huggins Grain & Coal Co.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. has bot my elvtrs. at Frederick and Loveland, Okla., and I am now located in this city.—F. M. Kell, prop. Frederick Grain Co., formerly at Frederick, Okla.

Fort Worth, Tex.—Six boys, all under 16 years of age, have confessed that they broke into cars in the Rock Island yards and stole wheat which they later sold to J. D. Crow, a feed dealer. Crow has been arrested and the boys are held by the juvenile court.

Fort Worth, Tex.—Sec'y Dorsey of the Texas Grain Dealers Ass'n is bending every effort to secure the passage of S. B. 234, covering regulations of telephone companies and has urged the support of every member of the ass'n asking them to write their senators and representatives in regard to the matter. The measure particularly refers to long distance rates and is therefore of vital interest to the grain trade.

McGregor, Tex.—We are enlarging Elvtr. "B," which now has a capacity of 45,000 bus., making its total capacity 80,000 bus., and are adding to our present machinery a No. 2 Cornwall Corn Cleaner, as well as increasing our handling capacity from 8 to 12 cars per day. When complete this plant will be equipped for thorough cleaning of all seeds and grains raised in Texas, Oklahoma and Kansas.—E. W. Crouch, mgr. McGregor Mfg. & Grain Co.

UTAH

Lehi, Utah.—Geo. G. Robinson will build a reinforced concrete tank elvtr. adjacent to his mill. The addition will consist of 4 tanks, 20 ft. in diameter and 40 ft. high and an interstice bin with a total capacity of 43,000 bus.

WASHINGTON

Palouse, Wash.—The Farmers Union Warehouse Co. is installing new grain machinery.

Seattle, Wash.—Good progress is being made in the erection of the Port Com's-sners elvtr. Webster Mfg. Co.'s machinery will be used thruout the house.

Olympia, Wash.—State inspection of grain has been transferred from the public service com's'n to the com's'ner of agriculture who has the power to appoint a chief inspector and deputies, in a bill recently passed by the state legislature. The bill also regulates public grain warehouses and provides for state weighing and inspection and the regulation of the issuing and cancelling of warehouse receipts. The standard grades of grain previously established are to continue in force unless re-established as provided in the bill. The commissioner is empowered to fix the fees for inspection and weighing subject to certain stated restrictions. Certificates of inspections as to grading and weighing of grain are conclusive against all interested parties, subject to certain rights of appeal. Reinspection and grading is optional on reshipment. The act further provides for the issue of warehouse receipts giving the correct grade and weight of the grain against which it is issued, and for receipts for grain without grading placed in a special pile at the request of the owner. Provision is also made for reports by warehouse men as to the amount of outstanding warehouse receipts and of grain in store to cover the same, and for bonds by warehouse men.

Seattle, Wash.—John L. Craib & Co., incorporated to deal in grain and feed; capital stock, \$10,000.

Wilbur, Wash.—Frank A. Stookey, employed in the Grain Growers Warehouse, was seriously injured when he was caught in the drive belt in the engine room. He attempted to put the belt on without stopping the machinery. Both legs were broken and he was badly cut and bruised.

Tacoma, Wash.—Milwaukee Elvtr. Co., incorporated; capital stock, \$50,000; incorporators, S. C. Armstrong, W. W. Richardson, G. L. Campbell and J. T. Billup. The company will buy and sell grain, commencing May 1, and will operate the warehouse of the Leitch Warehouse & Grain Co., a part of whose stockholders are members of the new company which it is believed will later absorb the old company.

WISCONSIN

Dousman, Wis.—Hill & Aplin have succeeded Hill & Jones and W. J. Kummrow.—W.

Cylon, Wis.—Arthur Martin has succeeded P. J. Stevens as mgr. for the Cylon Elvtr. Co.

Milladore, Wis.—I am the new prop. here, succeeding A. W. Breitenstein. Am the only grain dealer.—J. B. Kupps.

Merton, Wis.—C. E. Fitzgerald resigned as mgr. for the Milwaukee Elvtr. Co. here, Mar. 1, on account of ill health.

Strum, Wis.—F. E. Lyon and T. M. Olson operate grain elvtrs. here. Both have been condemned, but are still doing some business.—X.

Tomah, Wis.—At a special meeting of the stockholders of the Farmers Elvtr. Co. Mar. 20, it was decided to sell the elvtr. which is valued at \$5,000.

Loyal, Wis.—It was reported some time ago that the Farmers Co-operative Union would build an elvtr. here but up to the present date, nothing definite has been done.—E. A. Kunde, Rahm Bros. & Kunde.

Brooklyn, Wis.—The elvtr. of the Farmers Mutual Benefit & Trading Co. will be wrecked and the site traded to the C. & N. W. Ry. Co. for a tobacco warehouse. The elvtr. was built in 1882 but has not been used for some time.

Burkhardt, Wis.—We have recently installed a 100 h.p. motor in our mill and a 20 h.p. motor in our elvtr. now operating by electricity. We get our power from our own hydro-electric plant where we have a turbine and motor. We are also installing another turbine made in Heidenheim, Germany.—Burkhardt Mfg. & Electric Power Co.

MILWAUKEE LETTER.

The elvtr. of Stacks & Kellogg was damaged to the extent of \$1,000 Mar. 13, by fire.

Geo. A. Schroeder has been reappointed mgr. of the freight buro of the Chamber of Commerce.

C. W. Lawrence, formerly hay man for the Franke Grain Co., has organized the Milwaukee Hay Co.

The annual election of the Chamber of Commerce will be held Apr. 5, the primary election occurring Mar. 27. The annual membership dues have been fixed at \$35 if paid on or before May 5 and \$45 if paid later. The following were nominated at the caucus held Mar. 20; for pres., Walter Bishop, D. G. Owen, E. C. Wall and C. A. Krause; for 1st vice-pres., A. K. Taylor; 2d vice-pres., Walter Stern, S. G. Courteen, J. M. Riebs, Jr., and H. W. Ladish; Sec'y-treas., H. A. Plumb; directors, C. B. Pierce, J. S. B. Buerger, W. A. Holstein, S. Karger, L. L. Runkel, J. V. Lauer, Chas. Coughlin, Wm. Eitener, P. C. Kamm, A. M. Kayser and W. A. Hottensen. Board of Arbitration, Max Hottetlet, Herman Jahns, Jr., E. H. Hiemke, Geo. J. Zimmerman and E. J. Grimes; board of appeals, P. P. Donahue, E. J. Furlong and J. H. Crittenden. E. C. Wall and D. G. Owen have withdrawn as nominees for pres.; C. B. Pierce for director and Geo. J. Zimmerman for board of arbitration.

Wm. A. Gettleman and C. C. Kurth, Jr., have been admitted to membership in the Chamber of Commerce.

The inspection dept. of the Chamber of Commerce will install 2 new moisture testers, making a total of 6 testers.

The Kurth Co., which recently completed new grain storage, will make a further addition for 290,000 bus. Work will be started as soon as the weather settles. When it is completed the company will have a total capacity for 740,000 bus., which will be used principally for barley. The Macdonald Engineering Co. has the contract for the new storage.

WYOMING

Cheyenne, Wyo.—I am now located in this city.—O. B. Linkhart, formerly agt. for R. H. Drennan Grain Co., Bixby, Okla.

Pine Bluffs, Wyo.—Archie Moore, recently arrested in connection with grain thefts at one of the local elvtrs., is said to have confessed that he helped to steal the oats and sold them to the Farmers Equity Elvtr. Co. Jack Moore, of the farmers' company, alleged to have paid for the grain by check, is reported missing.

Feedstuffs

St. John & Co., Mobile, Ala., manufacturers of mixed alfalfa feeds, have given notice of dissolution.

T. LEE ADAMS, Kansas City, Mo., for many years engaged in the seed and poultry feed business, died recently at the age of 66 years after a short illness.

A. NOWAK & SON, Buffalo, N. Y., have installed machinery for the manufacture of alfalfa molasses feed, this product to be added to their big list of prepared feedstuffs.

PEORIA RECEIVED 5,622 tons of mill feed during February, 1915, compared with 6,668 tons for the same month last year, and shipped 14,523 tons; compared with 9,078 tons in February, 1914.

THE FEED BILL passed by the present session of the Oregon legislature provides that all mill feed, including crushed and ground grains, bran and shorts, shall be sold by weight within the state of Oregon.

IN A RULING on the use of second-hand sacks for feed products the government has ordered disinfection in the manner prescribed in Farmers Bull. 345, exposure to vapors produced by chemicals in a closed room, for 6 to 12 hours, or thoroly steamed.

THE AVISTON Milling Co., Aviston, Ill., will build a large warehouse in Memphis. The company will deal in feedstuffs on a large scale when the warehouse is completed, and C. C. Chandler, formerly of Mississippi, will manage the new Memphis plant.

THE VIRGINIA ALFALFA CROP Co., Richmond, Va., has registered the word Chepoax, Ser. No. 72,999, under the design of an Indian head, as a trade-mark descriptive of its particular brand of alfalfa for feeding purposes, claiming use since Aug. 1, 1913.

FIRE DESTROYED the by-product plant of the Piel Bros. Starch Co., Indianapolis, Ind., recently, with a loss of \$50,000. A high wind endangered the rest of the works but the flames were confined to the one building. The by-product plant was a two-story brick building containing much valuable machinery, and as a result of the fire a 60-day shut down is necessary.

THE McINTYRE Sugar Feed Co. has been organized at Memphis, Tenn., by Peter McIntyre and W. G. McIntyre. Peter McIntyre has been associated with G. E. Patteson & Co.

A LARGE FEED WAREHOUSE will be built at Memphis, Tenn., by the Aviston Milling Co., Aviston, Ill. The company has maintained a Memphis office and agency in temporary quarters for some time.

PETERS' PROVEN PRODUCTS is the title of a 32-page pamphlet 10x14 inches illustrating and describing the plant of the M. C. Peters Mill Co., at Omaha, Neb. All branches of this extensive business are adequately pictured in 75 handsome engravings, giving a comprehensive view of a successful feed milling establishment conducted on up-to-date lines.

COTTONSEED MEAL is being successfully marketed in Ontario, Canada, by a number of companies. Two years ago one concern sold 30 bags, last winter two carloads, and this season 4 carloads. Another company had practically the same experience except that this season a 5th carload has been ordered. The market for cottonseed could be largely increased were an agent in the vicinity to make a special effort to create a demand.—F. C. Slater, Consul, Sarnia, Ontario, Can.

Exports of Feeding Stuffs.

Exports of feeding stuffs during January, 1915, compared with January, 1914; and during the 7 months ending Feb. 1; compared with the corresponding period ending Feb. 1, 1914, according to the report of the United States Bureau of Statistics were, in tons, as follows:

| | January, 1915. | 1914. | 7 mos. ended 1915. | Feb. 1. 1914. |
|------------------------|-------------------|-------|-----------------------|------------------|
| Bran & Mid. | 1,683 | 160 | 5,763 | 1,612 |
| Dr. grns. & mlt. spts. | 84 | 3,207 | 6,352 | 40,935 |
| Mill feeds | 3,010 | 4,048 | 20,541 | 44,368 |

OIL CAKE AND OIL CAKE MEAL (LBS.).

| | | | | |
|------------|------------|-------------|-------------|-------------|
| Corn | 1,754,220 | 4,268,690 | 24,612,898 | 36,498,466 |
| Cottonseed | | 137,092,430 | | 556,684,921 |
| Linseed | 22,801,906 | 56,711,466 | 269,793,808 | 457,156,621 |
| All other | 42,290 | 368,940 | 3,550,984 | 1,151,652 |

I CAN HARDLY get along without the Grain Dealers Journal.—E. Wurst, mgr., Richmond Flour Mills, Richmond, Minn.

ORGANISM of stinking wheat smut, when present in the soil, may affect the entire crop of a field, according to H. M. Woolman, who has prepared a preliminary report on the subject in Washington Sta. Popular Bull. 73, 1914.

Montana Law Permits Dockage.

Grain Dealers Journal: The circular issued by this department March 15 has been misunderstood by some to mean that the present law does not permit the taking of any dockage. This impression is wrong, as dockage is permitted on all grains docked at the Minnesota terminals, but it is unlawful to take any more dockage than actually exists in any lot of grain.

The paragraph should read as follows:

"A penalty is provided for wrongful weighing or the taking of more dockage than actually exists in any lot of grain or the docking of any grain not docked at the Minnesota terminals. This means that the seller must receive pay for the full amount of grain delivered and that no deductions may be made for shrinkage, leakage in transit or any other reason, except actual dockage on wheat, rye and flaxseed. The penalty applies alike to buyers, their agents and employees."—J. E. Templeton, chief grain inspector, State Grain Inspection Dept., Helena, Mont.

Some Power Plant Suggestions.

BY C. O. GARVER.

Of the Grain Dealers Fire Ins. Co.

What do you do, when you are getting ready to make a change of power in your grain elevator? Do you stop to consider your fire insurance companies' interests regarding the changes in your property? Do you know that there is a free service connected with your mutual fire insurance companies to take care of your wants in a case like this? Do you know that without any additional cost to you at the time of making these changes in your power plant that you may be able to reduce your fire insurance rates anywhere from \$1.00 to \$10.00 on each \$1,000 at risk, annually?

Starting with the installation of electric motors, which power is fast superceding other kinds of power.

First:—Do not commence the work of installation of motors or electric lights until you have consulted your insurance companies or their representatives.

Have confidence in your insurance experts. The local electrician may be a good friend of yours and can set your motor up and make it run, but he may not know of the fire hazards in a dusty grain elevator. For instance a remark was made a few days since by an electrician to an elevator man as follows: "110 volts are not dangerous and will not set fire to anything," which of course the elevator man believed as he had probably known the electrician ever since he was born, and also that he was a truthful man. If he should stick an iron bar across the wires of a 110 volt system and the same were not properly installed, he would soon find out the fact that there is fire even in 110 volts. Motors and wiring will not grunt when they are overloaded like a steam or gasoline engine would and the only safe way is to know that your entire system is protected and installed according to the millers mutual fire insurance code, a copy of which will be furnished to you free of charge upon request.

Do not permit your elevator property to be wired up the same as you would a store building or a dwelling, as you have a different class of fire risk entirely. It should always be kept in mind that the standard fixed by the code is by no means the best construction that can be used but rather the worst that will pass inspection. DO NOT UNDERESTIMATE THE HAZARDS connected with the use of ELECTRIC CURRENT in your elevator. A word of caution should be added at this time as to the statement which is nearly always made to the prospective purchaser of a motor. A salesman will tell you that his motor will carry from 25 to 50 per cent overload right along all the time without injury to the windings of the motor. This is in almost every case a gross misrepresentation. Motors MUST NOT BE OVERLOADED if you expect to get the best results and not have to buy a new motor in a very short time. Motors will heat up if they are continuously overloaded and in time will burn up and probably burn the entire elevator.

THE OLD FRAME elevator with a frame steam power house attached is considered the poorest risk by the insurance companies that make a study of the business, and very few of them will insure such a risk even at the high rates. The frame, steam power house should be delegated to the dark ages. Concrete construction is inexpensive and if any considerable value is involved, the difference

in the insurance rates will build a new power house in a few years.

A metal stack should never be allowed to pass through a frame roof of a power house. It costs very little more to build a brick base extending 5 feet through the roof, on which the metal stack may be set. This reduces your insurance rates and eliminates the tearing out of the roof every time the stack is replaced. Also the water does not run down the side of the stack and leak into the boiler room. These brick bases should be built from the ground up and never rest on top of the boiler.

GASOLINE AND OIL ENGINES are all under the same restrictions concerning the placing of the gasoline tanks. They should be so placed that when the engine is not operating, the oil will all flow back to the tanks. Also if a leak should spring in the pipe lines, the oil or gasoline should flow to the tanks instead of emptying into the engine room. The installation of gasoline engines in the basements or on the work floors of grain elevators should be forbidden by law. They should be installed as far as possible in detached brick or concrete power houses. This allows you to keep your engine room warm in the winter time and eliminates starting troubles caused from cold weather. The cost of construction of a first-class frame power house and one built of concrete blocks or solid concrete varies little. There is no loss of power in a detached power house if the main shaft of the elevator is connected up directly with the engine and a friction clutch is used on the shaft. The life of an engine in a detached power house is almost double that of one inside the elevator where the dirt and grit soon cut out the cylinder. No good arguments can be advanced in support of placing an engine inside of an elevator any more than there is in defense of placing a shingle roof on an elevator, which is located against the railroad tracks.

The fire loss on grain elevators and flour mills is entirely too great a burden on the people of this nation and there is only one way to reduce it. Let everybody co-operate in looking at each elevator as one that is likely to burn and eliminate the possible causes. The fire insurance companies are doing their part and it is entirely up to grain dealers to help by co-operation. Build right, as that is the principal key to fire prevention.

WE THINK THE JOURNAL is a good grain paper.—Metzger & Gibson, Meridian, Miss.

INTERSTATE COMMERCE COM'S'N has suspended the increase from 5th to 4th class in official classification territory on grain and grain products less than carloads. This increase was to have become effective March 20.

TARIFFS have been published to become effective April 15, quoting rates on grain and grain products for export from Chicago, St. Louis, and Peoria to Atlantic Seaboard points. The increase, which is in addition to the recently granted 5%, amounts to 3/10c on grain and 2/10c on grain products, per 100 lbs.

NORRIS & Co., Chicago, have been made defendants in a suit for \$2,500 filed by a lawyer of Norfolk, Va., who alleges that this amount is due for holding the British steamer Atherston at Norfolk when the foreign company, to whom Norris & Co. had consigned its cargo, became afraid of capture by the Germans. The Chicago firm believes that \$500 would have been sufficient for the service rendered.

Changes in Rates

As SHOWN by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in Sup. 33 to 109 suspends rates of participating rail and water lines as shown in Sup. 32 until July 13, 1915.

C. R. I. & P. has suspended the effective date for cancellation of rates in connection with the Moshassuck Valley Ry., from Mar. 5 to May 1, 1915.

C. B. & Q. in Sup. 40 to 4200-A quotes rates on grain from stations on the C. B. & Q. Ry., to stations on InterUrban Ry., effective Mar. 20.

C. & A. in Sup. 3 to 1576-A quotes rates on grain from stations in Ill., to points in Ark. and La., also Texarkana, Ark.-Tex., effective Mar. 22.

C. B. & Q. has suspended the tariffs on grain shipped in connection with the C. & I. W. and other local railroads voluntarily until May 1.

C. B. & Q. in Sup. 30 to 5100-B quotes rates on grain between stations on the C. B. & Q. Ry. and stations on the Ft. D. D. M. & S. Ry., effective Mar. 20.

C. I. & L. in Sup. 8 to 5591 quotes rates on grain and grain products from Chicago and stations beyond to other stations on the C. I. & L. Ry., effective Apl. 1.

C. & N. W. in Sup. 8 to 3845 quotes rates on live stock feed, not medicated or condimental, in bulk or sacks, to and from stations in Ia., or Neb., effective Apl. 20.

C. & A. in Sup. 10 to 1570-D quotes milling, malting and transit privileges on grain, grain products and seeds at stations on the C. & A. Ry., effective Mar. 22.

C. B. & Q. in Sup. 6 to 2964-C quotes rates on grain from Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., to stations on the St. Louis & Hannibal Ry., effective Apl. 1.

Wabash Railroad has made a rate on grain from its Illinois stations to Chicago, reshipped east by lake equal to that applying on grain shipped east by rail, effective Mar. 18.

C. & A. in 1655-E quotes rates on grain and grain screenings from Chicago, Ill., when reshipped therefrom to Galveston and Texas City, Tex., when for export, effective Mar. 22.

Ill. Cent. in Sup. 17 to G-2203 quotes rates on grain and grain products between Minneapolis and St. Paul, Minn.; and its stations in Ia., Minn., S. D. and Omaha, Neb., effective Mar. 31.

C. & A. in Sup. 7 to 1609-C quotes rates on grain, grain products, seeds and hay from Chicago, Peoria, Ill., and St. Louis, Mo., to stations in Mo. on the C. & A. Ry., effective Mar. 30.

C. & N. W. in Sup. 10 to 6520 quotes rates on grain and flaxseed between Chicago, Milwaukee, Oshkosh and stations on the C. B. & W. Ry., and the K. G. B. & W. Ry., effective Apl. 15.

C. & N. W. in Sup. 32 to 109 quotes rates on barley, buckwheat, corn, oats, rye, speltz and wheat from C. & N. W. Ry. stations to eastern and seaboard points, effective Apl. 15.

C. & N. W. in Sup. 30 to 14500-B quotes rates on grain and grain products from stations on the C. & N. W., and connecting lines to eastern and seaboard points, effective Mar. 17.

Wabash quotes a rate of 11½c on wheat and 10½c on corn, oats, rye and barley between Council Bluffs, Ia., Atchison, Leavenworth, Kan., Omaha, Neb., Kansas City and St. Joseph, Mo.; and Briggs, Center, McCune, New London, Orrwood, Perry, Oakwood, Salt River, Mo., and stations taking same rate, effective Apr. 1.

Grand Trunk in Sup. 22 to 24294 quotes rates on grain and grain products from points in Ida., Mont. and N. D.; to Ill., Ind., Ia., Minn., Mo., N. D., S. D. and Wis. stations, effective Mar. 28.

C. C. C. & St. L. in Sup. 5 to 1393-G quotes prop and ex-lake rates on grain and grain products from Toledo, O., and Toledo Terminal station to points in C. F. A. territory, effective Mar. 22.

C. & A. quotes an export rate of 26.9c on wheat, corn, oats, rye and barley and 27.9c on grain screenings from Chicago, Ill.; and reshipped to Texas City and Galveston, Tex., effective Mar. 22.

C. & A. in Sup. 12 to 1604-B quotes rates on grain and grain products between Chicago, Joliet, Pekin, Peoria, East St. Louis, Ill., and St. Louis, Mo.; and its stations and connections, effective Mar. 31.

C. B. & Q. in Sup. 2 to 849-E quotes rates on grain and grain products in carloads from stations in Ill., Ia., and Mo., to Atlantic Seaboard and Interior points, and eastern Canadian points, effective Apl. 15.

C. I. & L. in Sup. 2 to 5789 quotes rates on grain in carloads from stations on the C. I. & L. Ry., to Virginia common points via Louisville, Ky., and between the same points on grain for export, effective Apl. 7.

C. I. & L. in Suspension Notices postpones effective date on tariffs covering Indiana state traffic, when both points of destination and origin, and the entire transportation is within the state, until Apl. 1.

C. & A. in Sup. 1 to 1581-D quotes rates on grain and grain products from stations in Ill., Hannibal and Louisiana, Mo., to Atlantic Seaboard, eastern and Interior United States and Canadian points, effective Mar. 22.

A. T. & S. F. in Sup. 1 to 5755-A-2 quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Texas City and Port Bolivar, Tex.

C. I. & L. in Sup. 8 to 5592 quotes rates on grain, grain products and malt in carloads from Chicago, Pullman, Ill., Hammond, Ind., and territory beyond, to the principal points in Ind., Ky., N. Y., Ohio, Pa., and West Va., effective Apl. 1.

C. & A. in Sup. 38 to 1604-A quotes rates on wet feed in carloads of 40,000 lbs., from Chicago to Bloomington, Gardner and Joliet, Ill.; from Peoria and Pekin to Bloomington, and from E. St. Louis and Venice to Alton, Ill., effective Mar. 31.

Great Nor. in Sup. 33 to 17845 quotes rates on corn, oats and feed from Sioux City, Ia., Huron, Yankton, Watertown, S. D., Forbes, N. D., intermediate stations and stations in Neb.; to points in Minn., N. D., Wis. and Man., effective Mar. 25.

A. T. & S. F. in Sup. 27 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Apl. 1.

C. R. I. & P. quotes an export rate of 35.7c on wheat and rye from Resolis, Colo.; to New Orleans, La., Mobile, Ala., Galveston and Texas City, Tex.; 31.7c from Ramah and 30.7c from Calhan, Falcon, Tip Top and Peyton, Colo.; to same points, effective Mar. 26.

C. I. & L. in Sup. 4 to 5577 quotes rates on grain and grain products from stations on the C. I. & L., and Chicago & Wabash Valley Rys., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Apl. 7.

C. R. I. & P. in Sup. 6 to 19690-F quotes rates on grain, grain products, seeds, broom corn and corn husks in carloads, from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., also on articles taking the same rate as corn from Memphis, Tenn., to stations in Okla., effective Apr. 5.

Ill. Cent. in Sup. 9 to 601-C quotes a rate of 9c on wheat, corn, oats, rye and barley between Chicago, Ill., and stations taking same rate; and Dubuque, Ia.; and 15½c on wheat and 13½c on corn, oats, rye and barley between same points; and Euclid (formerly Rode), Ia., effective Mar. 22.

C. & A. in Sup. 12 to 1604-B quotes rates on grain and grain products from Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., and St. Louis, Mo., to other stations on the C. & A. Ry., the C. & I. M. Ry., and the C. & N. W. Ry., also to Toledo, O., and Detroit, Mich., effective Mar. 31.

C. R. I. & P. in Sup. 15 to 13207-F quotes rates on grain, grain products and seeds from Kansas City, St. Joseph, Mo., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to stations on connecting lines in Ill., Ia., Wis., effective Apl. 12.

C. R. I. & P. in Sup. 13 to 28675-B quotes rates on grain, grain products, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., effective Feb. 25.

C. R. I. & P. in Sup. 6 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other points in the states of Ill., Ia., Minn., and S. D., on the C. R. I. & P. Ry., to Mississippi River points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Apl. 10.

C. R. I. & P. in Sup. 7 to 29329-A quotes rates on grain, grain products and seeds in carloads from Armourdale, Kansas City, Atchison, Fort Leavenworth, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, St. Joseph, Sugar Creek, Mo., Omaha and South Omaha, Neb., to stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Mar. 8.

A. T. & S. F. in Sup. 1 to 5755-A-2 quotes rates on grain, grain products and hay from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Texas City and Port Bolivar, Tex., for export to foreign countries and to Galveston, Port Bolivar and Texas City, Tex., when destined to Mexican Gulf ports, Central and South America, Porto Rico, Cuba and Jamaica, effective Apl. 10.

THE GRAIN DEALERS JOURNAL is a valuable asset to us.—The Muskogee Grain & Com'n Co., Muskogee, Okla.

SULPHUR bleached grain must be so labeled or invoiced under decision No. 145 of the Board of Food and Drug Inspection, U. S. Dept. of Agriculture.

UNITED STATES GOVERNMENT will send a warship to Yucatan with \$3,500,000 in currency to relieve the stringency in the sisal hemp industry, in order to insure American wheat farmers of sufficient twine to harvest their next crop. The money has been held in a Galveston bank for some time, but until the government offered transportation by warship no safe means of getting the money to the hemp growers had been found.

INTERSTATE COMMERCE COM'S'N has found that the refusal of the Grand Rapids & Indiana Railway to grant transit arrangements on dried beans from points in Michigan to points in other states is not unreasonable or otherwise unlawful. Prior to August, 1912, the railway provided certain transit arrangements at points on its line in the state, plus a transit charge, but finally withdrew the arrangements. It subsequently established specific rates which resulted in combinations, but these combinations the Interstate Commerce Com's'n found do not materially exceed the total charges to shippers under the former arrangement.

Supreme Court Decisions

Negotiating Bs/L.—A national bank may buy drafts with Bs/L attached representing goods in transit, but not Bs/L.—*First Nat. Bank of Mifflintown v. First Nat. Bank of New Kensington*. Supreme Court of Pennsylvania. 92 Atl. 1076.

Delay in Transportation.—A strike, accompanied with violence and intimidation, may be treated as an "act of God" as far as it may cause delay on the part of a carrier in transporting goods.—*Southern Cotton Oil Co. v. Louisville & N. R. Co.* Court of Appeals of Georgia. 84 S. E. 198.

Value of Shipment.—If from the market value of a commodity at destination the freight to that point, added to the cost of converting the commodity into cash, be deducted, the resulting balance will show with reasonable certainty the value of the commodity at the point from which the shipment moved.—*Lamb v. W. H. Mitchell Co.* Court of Appeals of Georgia. 84 S. E. 213.

Demurrage.—Though a state court has no jurisdiction to affect a filed and published rate for demurrage on an interstate shipment, it may in a proper action find that such rate was charged for a greater length of time than that to which it was truthfully applicable and give judgment for the amount so overpaid.—*C. & O. Ry. Co. v. Rogers*. Supreme Court of Appeals of West Virginia. 84 S. E. 248.

Arrival of Car Not Delivery.—Where a car of melons was consigned to the shipper's order, and the bill of lading did not arrive at destination for some days after the arrival of the car, and the indorsement of such bill was necessary to entitle the consignee to possession, the arrival of the car was not a delivery.—*Geo. Gifford Co. v. Willman*. Kansas City Court of Appeals, Missouri. 173 S. W. 53.

Advances on Bs/L.—Where a cotton buyer and a bank arrange that such buyer will buy cotton and draw upon the bank with bills of lading attached to draft; the bank is to pay the draft and hold bill of lading as security for the money so advanced, and upon cashing said draft with bills of lading attached the bank charges the amount of the draft to the account of the buyer—the relation of pledgee and pledgor thereby exists.—*State Nat. Bank of Shawnee v. McMahon*. Supreme Court of Oklahoma. 146 Pac. 1.

Excessive Charges Refunded Only by Order of Commission.—A shipper cannot maintain an action in the courts of this state to secure reparation for excessive freights collected on an interstate shipment, where the rate charged was in accordance with the published tariff of the carrier as authorized by the interstate commerce commission, and no order for a refund or reparation has been made by said commission.—*S. A. Foster Lumber Co. v. Union Pac. R. Co.* Supreme Court of Nebraska. 151 N. W. 168.

Crop Mortgage.—Civ. Code 1912, § 4106, provides that no crop mortgage shall be effective unless the land whereon the crops are to be raised shall be described or mentioned in the mortgage, which, when so taken, and indexed, etc., shall constitute a lien. A crop mortgage recited that it covered all cotton and cotton seed grown and cultivated during the year 1911 upon land belonging to L. as well as 60 acres planted in corn. Held that, as all parts of a statute are to be given effect, the word "described," which means to give the metes and bounds of land, cannot be construed as synonymous with "mentioned," which means spoken of briefly, and hence, though the mortgage did not give the metes and bounds of the mortgagor's land, it was valid.—*Livingston v. Seaboard Air Line R. Co.* Supreme Court of South Carolina. 84 S. E. 303.

Seed Lien.—Section 6852, Compiled Laws of 1913, providing that any person entitled to a seed lien shall file "a statement in writing, verified by oath, showing the kind and quantity of seed, its value, the name of the person to whom furnished and a description of the land upon which the same is to be or has been planted or sown," is not complied with where such statement wholly omits a description of the land. Following *Lavin v. Bradley*. 1 N. D. 291. 47 N. W. 384.—*Chaffee v. Edinger*. Supreme Court of North Dakota. 151 N. W. 223.

Warehouse Receipts.—The failure of a warehouse receipt, otherwise negotiable, to state the rate of storage charges, does not render it nonnegotiable under the Uniform Warehouse Receipts Act (Hurd's Rev. St. 1913, c. 114, § 242), section 2 of which requires the receipt to state certain things, including the rate of charges, and provides that the warehouseman shall be liable for all damages caused by the omission from a negotiable receipt of the terms therein required.—*Manfrs. Merc. Co. v. Monarch Refrg. Co.* Supreme Court of Illinois. 107 N. E. 885.

Fire Release in Railroad Lease.—A clause in a contract between a railroad company and the owner of land adjoining its right of way, providing for the construction of a spur or side track, part thereof on the right of way and part on the adjacent land, for the mutual advantage of the parties, and, in consideration of the advantages and benefits to the latter, indemnifying, protecting, and saving harmless the former against loss and damage or expense by fire to cars and contents standing on such siding, and releasing it, in general terms, from all claims of whatsoever character for damages resulting to the property of the latter, by reason of fire originating from the engines and locomotives of the railroad company, releases it from damages by fire from engines and locomotives on the main line of the railroad, as well as those on the siding.—*West Va. P. & P. Co. v. B. & O. R. R. Co.* Supreme Court of Appeals of West Virginia. 84 S. E. 334.

Carrier Liable for Deterioration in Transit.—Where the petition, in an action against a carrier for damages to corn during transit, alleged that the corn was good, dry, and merchantable when shipped, and was damaged by rain which the carrier negligently permitted to come in contact therewith, an answer alleging that the corn was shelled while too green, and that the same was shipped in a green, damp, and unripe condition, was only a denial that the corn was damaged by rain and was ripe and merchantable corn when loaded, and raised no new issue.—*St. Louis, B. & M. Ry. Co. v. Evans*. Court of Civil Appeals of Texas. 173 S. W. 228.

I ENJOY the Grain Dealers Journal very much.—E. G. Christgau, Grand Meadow, Minn.

WE FIND the Grain Dealers Journal of great value in our business and of great interest.—Daniel Grain Co., Little Rock, Ark.

STOCKHOLDERS of the Pennsylvania Railway, altho the road was supposed to be desperately in need of increased freight rates, authorized the increase of the company's indebtedness \$40,000,000, and the acquisition of the Lancaster, Quarryville, the P. M. & S., and the Lewisburg and Tyrone Railways. The action was taken at the annual meeting of stockholders held Mar. 10.

THE FINE of \$5,000 recently assessed against Harvey C. Miller of Philadelphia for accepting rebates will stand unless the case is carried to the U. S. Supreme Court and that body intervenes. The Federal Court at Savannah, Ga., found Mr. Miller guilty of accepting rebates from the Merchants & Miners Transportation Co., in 1913 and the Circuit Court of Appeals at New Orleans on Mar. 13 affirmed that verdict.

"Profitable Proposition" For Grain Elevator

W. E. Wunderlich of Sylvan Grove, Kansas, says, in a letter Feb. 19, 1915: "A sure nice profitable proposition to go with a grain elevator is the 'Midget' Marvel Self-Contained Roller Flour Mill. I believe," says he, "that every railroad station throughout the wheat belt will have one of these 'Midgets' before many years. The 'Midget' does all you claim for it."

"We have made a handsome profit on our investment in the 'Midget' Marvel Self-Contained Roller Flour Mill," writes the Burr Oak Mill & Elevator Co. of Burr Oak, Kansas, Jan. 13, 1915. "We are successful in meeting competition with long system mills. Certainly makes flour that pleases. Worked up fine trade and it's getting better all the time."

"The 'Midget' is certainly a world beater," says Peterson & Peterson Mill & Elevator Co. of

Osceola, Neb., Feb. 8, 1915. "We compete with best mills in State and sell at mill door all flour we can make. Looks like we will have to increase capacity to 50 bbl. 'Midget'. We operate mill, feed grinder and elevator with oil engine."

"The 'Midgets' work is marvelous" writes Gifford Bros. of Jamestown, Kansas, Jan. 30, 1915. "Have run three years. Flour gives best satisfaction. Bakers tell us they get considerably more bread to the barrel of our flour than out of any other flour. Our only regret is we didn't buy a 50 bbl. 'Midget' instead of a 25 bbl."

"The 'Midget' is sure to make its owner good money and is, indeed, a marvel," writes Sleeper Mill & Grain Co. of Abilene, Tex., Feb. 3, 1915. "We are making better flour than long process mills."

"Have had good success with mill from start," writes the Sterling Milling Co., Sterling, Colorado, on Feb. 8, 1915. "Doing fine work and flour as good as any made by any big mills. Made 73,950 pounds of flour and 31,100 pounds of mixed feed in January with a 25,661 mill."

Write today for the *Anglo-American's* fascinating free book. "The Story of a Wonderful Flour Mill," plans, terms, etc. It will interest you.

Anglo-American Mill Co., (Inc.)

435 Fourth
Owensboro,

Street,
Ky.



Here is the elevator plant of the Sterling Mill Co., Sterling, Colo., that turned their waste power, waste space and labor into a good big profit, by installing a "Midget" Marvel in connection.

Supply Trade

SIDNEY, OHIO.—E. H. Farrell has succeeded B. D. Heck as manager of The Philip Smith Mfg. Co.

THE consolidation of the La Belle Iron Works and the Wheeling Steel & Iron Co. was halted on account of the anti-trust laws.

MILWAUKEE, WIS.—The Morris Grain Drier & Salvage Co. filed an amendment to its articles of incorporation, reducing its capital stock from \$100,000 to \$50,000.

KANSAS CITY, MO.—By the use of Hy-Rib reinforcing, the Concrete Steel & Machinery Co. claims to be able to build concrete elevators without the use of forms. These elevators are quickly erected, and almost at wooden elevator prices.

EAST ST. LOUIS, ILL.—Woods Grain Softener Mfg. Co. has recently been incorporated to acquire, hold and own patents on Woods' improved grain softener and to manufacture and sell machines, devices, etc., for feeding animals. Capital \$800.

MUSCATINE, IOWA.—The Merryfield-Fish Grain Separator Co. recently signed a contract by which a greater part of its output has been sold. A Cedar Rapids concern has taken over a large part of the output and will act in the capacity of sales agent for the company.

TOPEKA, KANS.—The Perfection Metal Silo Co., manufacturers of metal bins for grain storage, has recently issued a booklet describing a new and remarkable system of fireproof bin construction, giving sketch plans of various installations, descriptions and estimates of savings in building costs and insurance rates.

HUTCHINSON, KAN.—Elevator storage for 6,000,000 bus. of wheat will be erected by Kansas mills this spring; and about one-third of the storage has been contracted for, practically all to be of reinforced concrete construction. Among the plants for which bids have been asked are the following: Lee-Warren Milling Co., Salina, 30,000 bus.; Western Star Mill Co., Salina, 45,000 bus.; Shellabarger Mill & Elevator Co., Salina, 250,000 bus.; Hunter Milling Co., Wellington, 105,000 bus.; Wellington Milling & Elevator Co., Wellington, 100,000 bus.; Aetna Mills Co., Wellington, 200,000 bus.; Ebel Bros., Hillsboro, 50,000 bus.; Lyons Milling Co., Lyons, 90,000 bus.; Welsh Bros., Leavenworth, 30,000 bus.; Yost Milling Co., Wilson, 100,000 bus.; Beloit Milling Co., Beloit, 50,000 bus.; William Kelly Milling Co., Hutchinson, 150,000 bus.; Hutchinson Flour Mills Co., Hutchinson, 50,000 bus., and the Larabee Flour Mills Co., Hutchinson, 500,000 bus. The last named contract is the largest and has already been let.

SIoux CITY, IA.—We anticipate an unusual amount of building this season.—Younglove Construction Co.

Oiler That Eliminates the Oil Tray Hazard.

An oil soaked floor consequent on the use of common trays to catch the oil drip from bearings is an eyesore to the insurance inspector. As a safeguard against oil, dirty floors and the consequent fire hazard the fire underwriters have approved the automatic, disc coiling Monitor Eccentric, and it is now in use on over 1,000 grain cleaning machines. To the operator of the elevator this eccentric has the additional advantage of increasing the length of service of a grain cleaning machine.

Operating at a high speed and subjected to great wear, the eccentric is the most vital part of the mechanism of all grain cleaning machines of the type using a vibrating or shaking shoe. To get uniform screen separations the eccentric motion must be uniform, and without complete lubrication of the eccentric bearing it is impossible to get a uniform motion.

One of the best methods of lubricating the eccentric is that shown in the engravings herewith, which constantly pours a small flood of oil directly upon the bearing. A free use of oil might be expected to result in waste and a fire hazard due to spilling on the floor or into drip pans; but this automatic disc oiling device has been ingeniously designed to do away with drip pans and to save every drop of oil for use over and over again.

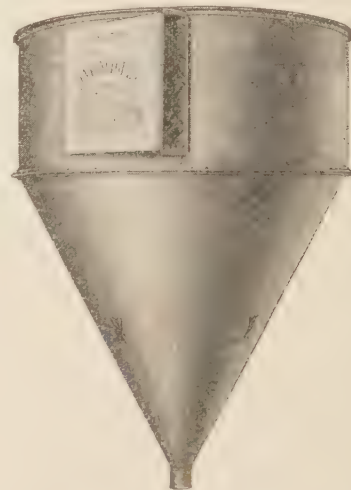
Each pair of eccentrics is inclosed in a heavy metal, dust proof casing, the cover being removable, as shown in the engravings, for refilling. Between the two eccentrics is a one-piece disc, which with every revolution of the shaft gathers up oil from the supply in the iron reservoir below and carries it up to the stationary spreaders. Divided by the spreaders the oil courses down each side into the eccentrics, a steady stream passing thru the eccentrics constantly. Here we have abundance of lubrication, constant and continuous—mechanically supplied in an unflinching accurate manner; no attention being required except to remove the plug, drain the reservoir and refill with oil once in 60 or 70 days. The only moving part is the disc. It is not subject to wear and requires no adjusting, being a marvel of simplicity.

The Monitor is the first automatic disc oiling action eccentric and the first centrifugal action eccentric. It was invented by Theodore F. Morse, who assigned the patent to the Huntley Mfg. Co., which claims to be the first to give this important improvement to grain cleaning machines. Since it was introduced eight years ago others have paid tribute to Mr. Morse's inventive genius by attempting to copy his oiler.

An Efficient Dust Collector.

One of the absolute essentials in prevention of fire is an efficient system of collecting the dust that is always present in a grain handling plant of any kind. Dust is so hazardous that it should be collected, saved and sold, or burned.

The dust collector shown in the engraving is a combination of the best features that have stood the test of experiment and use, and is built on definite, well established principles. The Invincible Dust Collector is built of all steel in all



Efficient Dust Collector.

sizes. The walls are of heavy galvanized metal and the framework of angle steel, to which the metal is tightly riveted.

The deflection of the air currents within the machine is such that the escape of dust from it with the escaping air is practically eliminated. For outdoor use a hood is provided to keep out rain and snow. Additional information will be given on application to the manufacturers, the Invincible Grain Cleaner Co.

The National Fire Protection Ass'n.

Whatever is wasted in a home makes the struggle of the family harder; whatever is wasted in a nation makes it harder for the people of that nation to live. The annual fire loss, or waste, of the United States is \$250,000,000. With a view of possibly lowering this tremendous figure the National Fire Protection Ass'n was organized in 1895 to formulate standards under which the fire waste may be checked, and to educate the people to observe those standards by pointing out the grievous economic penalties for ignoring them.

Executive offices are maintained at Boston, but numerous representatives, serving the ass'n without pay, are located throughout the country. Part of their duty, in conjunction with headquarters is to compile and revise the standards covering explosions, spontaneous combustion, etc., and this work must continue indefinitely. Thru the co-operation of these workers the ass'n office has been made a clearing house for all that is authoritative on the subject of fire protection.

No admission fee is charged for membership in the organization, the quarterly magazine of the ass'n and the sale of other publications defraying expenses. Among the booklets issued of interest to the grain trade is one on Grain Dryers, one on Spontaneous Combustion, and another on The Evil Shingle Roof.



Automatic Disc Oiling Monitor Eccentric.

Insurance Notes.

MINNESOTA HOUSE Bills 836 and 837 by Knutson relate to the assessments made by mutual fire insurance companies.

HOUSE BILL 758, now in the Minnesota legislature, would provide for an insurance com's'n to be appointed by the governor with the approval of the senate.

REPRESENTATIVE GERLICH has introduced House Bill 974 into the Minnesota legislature prescribing the incorporation of co-operative and casualty insurance companies.

HOUSE BILL 961, introduced by Sanborn into the Minnesota legislature, relates to insurance of policies of fire insurance companies and provides a penalty for violation.

REPRESENTATIVES Girling, Dwyer and McGrath have introduced House Bill 978 into the Minnesota legislature seeking to create a state insurance com's'n and fix its power and duties.

MINNESOTA HOUSE Bill 827 by Hynes, would amend the 1913 session laws relating to insurance com's'ner to provide payment of brokers' license in first class cities amounting to \$25, second class \$10 and elsewhere \$2.

C. H. SEYER, of the Millers' Mutual Fire Insurance Co., Alton, Ill., was recently presented with a bouquet of 75 beautiful roses upon the occasion of his birthday. The flowers were presented by the company's board of directors.

MINNESOTA HOUSE Bill 851 would give the com's'ners of insurance control over the subject of fire, the use of explosives and the prevention of public calamities by means thereof, abolishing the offices of state marshal and assistants.

HOUSE BILL 862 introduced by Rep. Mueller into the Minnesota legislature establishes personal responsibility for fires and expenses incurred by the municipal or government agency in extinguishing or attempting to extinguish the flames.

STATE SENATOR SPRING of New York has introduced a bill to abolish the state workmen's compensation com'te and substitute an industrial com's'n of 3 members to be appointed by the governor. This com's'n would have charge of the Dep't of Labor.

REPRESENTATIVE CHRISTIANSON has introduced into the Minnesota House a bill providing penalties for violation of certain laws by insurance agents and brokers. If the bill becomes a law each agent must obtain a license from the insurance com's'n.

THE INSURANCE BILL of Sen. J. A. Ryström, introduced into the Minnesota legislature would make it possible for mutual casualty companies to do business in that state, and for this reason the bill met with much opposition by board casualty companies. A similar bill was agreed upon 2 years ago, but thru alterations its effectiveness was destroyed.

AN EXPLOSION and fire in the mill of the Peery Bros. Milling Co., Ogden, Utah, completely destroyed the property Feb. 20 with a loss of \$35,000, most of which is covered by insurance. No one was injured as the mill was not being operated. Cans of bisulphide of carbon had been placed to fumigate the plant, at the time of the explosion, which blew out the wall of a storeroom and was followed by the fire. Explosions from carbon bisulphid do not occur frequently as those using it know of its inflammable character and keep fire away and extinguish all lights.

SENATOR LAWSON of Brooklyn, N. Y., has introduced a bill amending the state workmen's compensation act. Among the changes are the following: Compensation may be paid to employees in all employments, whether hazardous or not; every employer who fails to provide the safety measures required by law must pay compensation. The provision that compensation shall be paid without regard to fault or cause of injury is stricken from the old bill.

THE PROPOSED new insurance bill before the Illinois legislature embodies most of the recommendations which Insurance Sup't Potts made to Governor Dunne in his fall report. State insurance is provided for only as an alternative, or in case so many insurance companies retired from the state that facilities became inadequate. Insurance thru the state fund would not be guaranteed, as it is made liable only for the premiums collected.

THREE ACTS relating to workmen's compensation and casualty insurance have recently been introduced into the Nebraska legislature. H. R. 318 by Rep. Howard of Douglas relates to employers' liability in the event of injury or death from injury of an employee; H. R. 96 by Rep. John I. Negley of Douglas County would forbid directed verdicts in civil cases and provide for judgment notwithstanding the verdict, and H. R. 748 by Rep. Meredith of Saunders county relates to examination of the injured.

The Only Way.

BY W. R. SINKS.

— of James Stewart & Co.

There is only one way to make grain elevators less hazardous from fire. I would say build the elevator strictly fire-proof, and this means of concrete-and-steel construction. To build elevators of any other material, using so-called "fire preventions," is always hazardous.

Elevators Should Be Iron Cladded.

BY GEO. A. WELLS.

of the Western Grain Dealers Fire Ins. Co.

To effect a reduction of the fire hazards of the grain elevator we would suggest,

Speaking from our own experience, would say that if the office building contains heating stove, it should be detached from the elevator and if attached, the installation of the stove and stovepipe, also the construction of the chimney, should be given extraordinary care and attention.

We believe that all new elevators should be iron cladded thruout, roof and sides, and the same properly grounded as protection against lightning.

Salt water barrels or fire extinguishers installed where conveniently accessible in case of fire, is one of the best safeguards that I know, as practically every fire could be extinguished if the fire extinguisher or salt water could be used or applied when first started.

WE LIKE the Grain Dealers Journal very much.—T. A. Johnson & Son, Madison, S. D.

IT PAYS to keep posted with the Grain Dealers Journal.—P. M. Wendt, Dietrich, Ill.

SHIPMENTS OF WHEAT thru the Dardanelles in 1912 amounted to 146,208,000 bus., compared with 284,688,000 bus., in 1911; 211,280,000 bus. in 1910; and 216,176,000 bus. in 1909.

HESS Grain Driers

Insurance against fire is a most important thing for the elevator man to carry. Insurance against deterioration of his grain is equally important. The best insurance against spoiling is a HESS GRAIN DRIER or a HESS OUTDOOR CONDITIONER.

The Grain Drier not only protects your grain against spoiling, but it will raise the grade and make it profitable to you to buy low grade stuff and improve it. Used everywhere.

The Outdoor Conditioner will cool heating grain, remove damp odors from musty grain, and polish and clean your grain generally. Requires no steam nor power. Takes up no room in the elevator.

We will be glad to supply further information.

Hess Warming & Ventilating Co.

907 Tacoma Building
CHICAGO

The policy-holder gets the profits in the
Tri-State Mutual Grain Dealers Fire Insurance Co.
Luverne, Minn.

(Licensed in South Dakota)
\$144,213.83 in profits returned to policyholders in twelve years.

The brine barrels saved our policyholders \$28,000.00 in five years.

Officers and Directors

| | |
|-----------------------------|--------------------|
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| B. P. St. John, Treasurer, | Worthington, Minn. |
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Special pains taken to write a policy that meets the requirements of the Grain Dealer.

For further information write
E. H. Moreland, Secretary, Luverne, Minn.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price. \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN TABLES, SHIPPING BOOKS, CIFER CODES, GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Incorporated 1877.

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

Insures Elevators, Mills, Grain Warehouses and contents of same at cost.

38 years of successful Mutual Business.

1914 was generally a bad year and yet this Association during this period has

| | |
|--|-----------------|
| Increased its amount of risks in force to..... | \$24,011,664.00 |
| Increased its net cash surplus to..... | 422,112.08 |
| Decreased its fire losses incurred..... | 9,463.00 |
| Added to its income from interests, etc..... | 24,072.38 |
| Maintained its rate of assessment of 40% | |

The average cost to its members on a five-year policy will show something less than **one-half** the basis rate per annum.

How do we do it? By a close watch of the business in our underwriting and by a corps of careful and experienced inspectors constantly going over the risks, searching out the points of danger, pointing them out to the assured and showing them how to

PREVENT THE FIRES

Fire Departments are good and we could not get along successfully without them, but **prevention is better than cure** and on this our members are improving year by year and thus reducing their cost of insurance and adding to their bank account.

HELP THE CAUSE OF FIRE PREVENTION

Wire us your orders for Grain Insurance.

Home office: Alton, Ill.

H. B. Sparks, President.

G. A. McKinney, Secretary.

Western Dept. 402 Sedgwick Bldg., Wichita, Kans. Rollie Watson, Mgr.



The Toll of Neglect

Fire statistics prove that 90% of all Flour Mill and Grain Elevator fires are due to neglect and carelessness.

They show that the hourly fire loss is in excess of \$500.00 and rapidly increasing.

Each fire increases the cost of insurance to all policy holders. Consider your own interests before your fire loss helps to swell the total.

Peruse this number of the Journal carefully, review its contents frequently. Keep for your own guidance the overwhelming evidence of useless waste that has been caused by indifference and neglect.

Many fire hazards can easily be materially reduced and others entirely eliminated. By reducing the hazards you also reduce the cost of your insurance and increase the chances of your business being continued indefinitely without interruption by fire.

It is up to you, Mr. Owner and Mr. Operative, to make frequent careful investigations regarding the conditions of your plant. We act as your counsel, free of charge, in the way of offering suggestions for the protection of the peculiar fire hazards in Flour Mills and Grain Elevators. Submit your problems to us, providing you are a Policy Holder in one or more of the following Insurance Companies:

MILLERS NATIONAL INSURANCE CO.

OF CHICAGO, ILL.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.

OF KANSAS CITY, MO.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.

OF CANTON, OHIO

PENNSYLVANIA MILLERS MUTUAL FIRE INS. CO.

OF WILKES-BARRE, PA.

MILL OWNERS MUTUAL FIRE INSURANCE CO. OF DES MOINES, IOWA.

THE MILLERS MUTUAL FIRE INSURANCE CO.

OF HARRISBURG, PA.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.

OF FORT WORTH, TEXAS

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.

OF LANSING, MICH.

GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.

OF INDIANAPOLIS, IND.

OF DES MOINES, IOWA.

MUTUAL FIRE PREVENTION BUREAU
OXFORD MICHIGAN

Patents Granted

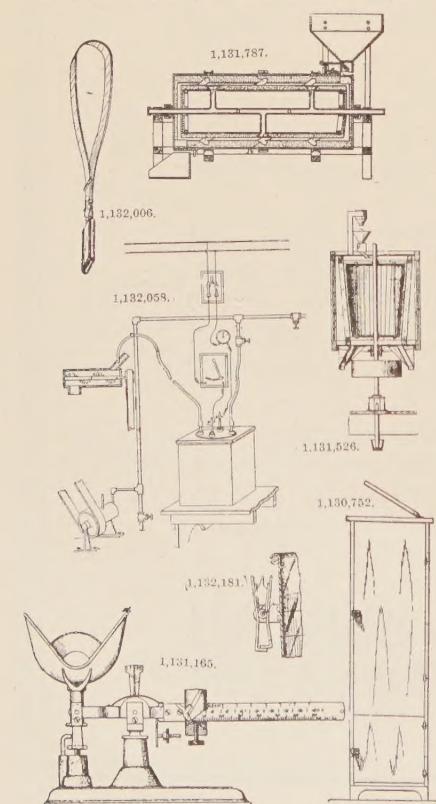
Grain Decorticating Machine. No. 1,131,767. (See cut.) Austin B. Paige, Des Moines, Ia. A grain decorticating machine comprises a stationary drum outside of which is placed a revolving drum. The opposing surface of the drums is coated with an abrading mixture, the coating of the revolving drum having a spiral pocket shaped groove.

Scale Beam. No. 1,131,165. (See cut.) Le Roy M. Smith, Chicago, Ill. A beam, equipped upon its face with graduations, carries a weight, slidably mounted. Formations on both beam and weight are so arranged as to interlock in relative positions. Friction means also co-operate to assist in holding the weight and beam in predetermined interlocking position.

Bag Holder. No. 1,132,181. (See cut.) Thomas F. Hawke, Lewistown, Pa. A tubular support encloses a plurality of ears arranged in pairs, and extending radially from the support, each having an upwardly directed socket. A bag holding device for each pair of ears has coating jaws and a transverse pivot extending from its terminals to detachably engage in the socket.

Grain Scouring Machine. No. 1,131,526. (See cut.) Robert H. Kleiser, De Witt, Ark. A cone shaped scouring machine comprises annularly flanged upper and lower heads, with staves fitted between the heads. Bristles and brushes are arranged upon the staves and an annular resilient flange surrounds the scouring member and projects between, but not beyond, the bristles.

Seed Germinator. No. 1,130,752. (See cut.) Elmer E. Marshall, Erie, Kan. The casing of a seed germinator is provided with means for generating moist heat in its lower portion, and a plurality of perforated trays are made to closely fit the casing. Trays are arranged in superposed spaced relation above the generating means and the moist heat successively passes thru the contents of the trays.



Bleaching and Aging Apparatus. No. 1,132,058. (See cut.) John Morris Williams, Guthrie, Okla. A cereal treating chamber provides means for electrolytically decomposing a liquid thereby producing a gaseous bleaching agent. Apparatus conducts this bleaching agent to the cereal to be treated.

Car Seal. No. 1,132,006. (See cut.) Lee Samuel Gibson, Winnipeg, Can. A casing and locking member in the nature of a strap are arranged to form a seal, the strap having one end bent backward upon itself to form a spring loop. The loop is fastened within a casing and secured thereto, presenting opposing upturned and downturned locking wings. One end is formed into a catch, designed to pass within the loop and lock against the wings.

Crop Improvement Notes.

CARL GRAVES, a boy of Soso, Miss., is the 1914 champion corn raiser of the south, with a yield of 202 bus. to the acre at a cost of 14.5c per bu.

A TREATMENT for SMUT in kafir corn recommended by I. B. P. Evans, in Agr. Jour. So. Afr. 7, 1914, is steeping or sprinkling with formalin solution, 1 lb. to 30 gal. of water.

THE TREATMENT of diseased barley seed with a 0.5% solution of copper sulphate is said by H. C. Muller, in Deut. Landw. Presse, 41, 1914, to be very successful. The formaldehyde and hot water treatments were found to be unsuccessful, and the hot air treatment, while destroying the disease, impaired the germinability.

PURDUE UNIVERSITY has received many inquiries of late concerning the corn root worm and the corn root aphid signifying that both species have been more or less prevalent thruout Indiana the last season. The University has therefore issued a bulletin on the subject for distribution among the farmers interested, advising them to rotate oats and other grasses on land affected with these insects.

THE SEVEN BANKS of Lafayette Parish, La., began on March 20 a systematic distribution of Calhoun red cob corn to the farmers, for the purpose of improving the quality as well as quantity of the product. Each farmer will be given a peck of the seed sufficient to plant an acre of ground on the condition that he shall follow directions of the agent in cultivation, and return one bu. of seed next fall.—B.

DR. W. X. SUDDUTH, formerly of Minneapolis but of late residing at Roundup, Mont., died recently at his large experimental farm at that town. Just before his death Mr. Sudduth was planning to leave the entire property to the state of Montana, providing the experimental work would be continued along lines begun by himself. His work had been chiefly directed to improving Montana alfalfa.

VICTOR DEWEIN, Pres., Illinois Grain Dealers Ass'n, recently had published in a Decatur daily, a long article on the Crop Improvement Com'te and its accomplishments. The duties of Bert Ball, the man with the long title, were explained. While the result of Mr. Ball's work is of value to the grain trade, it first redounds to the benefit of the producer. He is shown how to obtain a larger yield of better grain, consequently better prices, quicker sales and less waste.

WE CAN NOT get along without the Grain Dealers Journal.—Clayton Milling Co., Clayton, N. M.

WE WOULD NOT be without the Journal for twice the price.—F. D. Stearns, A. M. Stearns & Sons, Essex, Ia.

The Proper Equipping and Care of Plant.

BY J. T. SHARP.

of the Mill Owners Mutual Fire Ins. Co.

The flour mill mutual insurance companies and the elevator companies have done considerable in the way of citing to the respective policy-holders, hazards in their plants; both mills and elevators through their paid inspectors, who are well versed in the hazards of that class of property. The Mill Owners Mutual ever since its organization forty years ago has maintained inspectors for that purpose and has one man in its employ yet who has been inspecting for twenty-five years.

It is desirable that the owners of the properties co-operate with such men and act on their suggestions, which are as much in their interest as the companies sending them out, for by reducing the number of losses in a mutual company at least, they reduce the cost of their insurance. The officials can control the expenses of the company but the assured will have to control the number of losses.

The number of fires can be greatly reduced by the owners exercising due care in the installation of machines that create dust. They should be located in accessible places and if extra hazardous or dirty, should be safeguarded by fireproof rooms. The electric wiring, which is often times so faulty in our manufacturing plants, should be installed in a safe manner. Motors should be in clean and better still, fireproof rooms. The wiring should not be overloaded, or the motors for that matter, nor over-fused.

The plant should be kept clean at all times on the outside, rubbish of all kinds should be cleaned up and burned. This on the outside will prevent fire along the right-of-way by passing locomotives.

Any machine or shafting that is giving trouble should be reported to the management and it in turn should see that same is placed in a safe condition.

The bearings should be all of easy access and kept clean and it would be well to know that the oiler is making regular trips and such bearings receiving the proper amount of oil. We believe it would be a most excellent practice for some one of the employees, who is careful, to go over the plant after it has shut down before closing for the day. In this way, we believe, that a large number of the fires that are listed in the "Unknown" class would be prevented.

If all the suggestions enumerated were acted upon, no doubt, there would be a lessening of the fires that are listed with the causes "Unknown." We think special attention is required in the care of an old elevator or a mill building, for dust has accumulated in out-of-the-way places that are not reached by the sweeper, and if a fire once starts, it is hard to control in such a plant.

It is well not to overlook a good supply of salt water casks with buckets to each cask to care for the incipient fires that occur.

Unused machinery, lumber and the like should be carefully corded up so that the plant would be kept clean and better still a place provided for such accumulations in a building on the outside.

Our inspections are more rigid than they were in years gone by when the writer was regularly in the field, yet strange to say the loss ratio seems to keep climbing up.

The GRAIN DEALERS JOURNAL.

Cleaning the Elevator.

BY F. S. REXFORD OF THE GRAIN DEALERS
FIRE INS. CO.

Each and every grain dealer should join hands in the fire prevention campaign that the results on the common causes of fires may be the same as a bucket of water cast upon the small blaze.

The rush is over; stocks are diminishing, and most elevators are empty. Now is the time to start the campaign for the clean elevator.

Make the start in the cupola. Give it a thoro cleaning from the topmost plate. Be sure to get off all the accumulated dirt. Do not forget the dirt and grease on boxings of elevator head. See that the pulley in the head has not shifted, thus binding on the side of the head.

As the cleaning continues down to the work floor make it thoro; leave no dust-coated cobwebs lingering in the corners, as they burn like tinder.

Make the same crusade in the basement

because it is usually a dirty corner and much neglected. Clean out the oil holes on boot boxings, and as they may be dry give them fresh oil.

The cleaning machinery should be looked over to see that the boxes are all taking oil.

Belts in motion should be examined to see that they or the rope transmission are not in contact with floors, sills, joists or wood where the contact will cause friction. See that the line shaft is running true and that it is well oiled. Adjust the box that occasionally heats.

The power house should have its thoro cleaning, starting with the engine, the appearance of which can be greatly improved by cleaning off the grease and dirt. This eliminates another hazard. Remove all oily waste and rags.

"Where there is gasoline there is danger," therefore see that the gasoline supply and piping is correctly installed.

Refill all water barrels, placing the

buckets in handy position. Do not use the water barrel for a shelf.

Make a general clean-up of the outside premises. Repile the car doors that have been frequently picked over.

All together with one intention

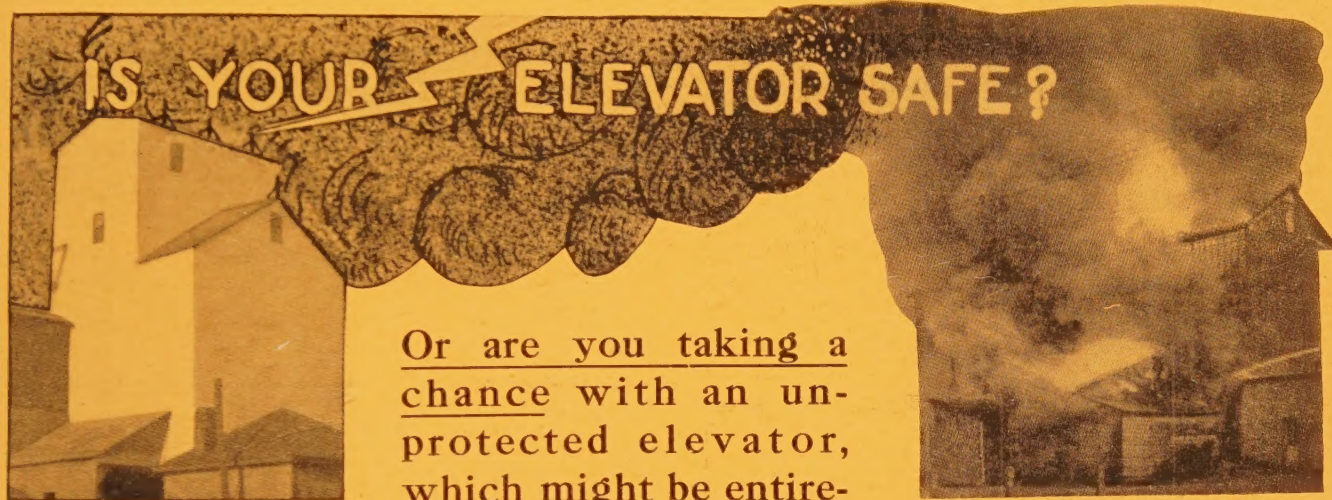
To assist the work of fire prevention.

Eliminating hazards day by day,

Helping to complete the "Grain Dealers Way."

RIOTING CONTINUES at Laced, Spain, over the increased price of bread. Civil guards are reported as having fired into a mob, killing one and wounding many. The government has not yet found a solution for the difficulty.

CARBON TETRACHLORID is not as fatal as is carbon bisulfid with fumigation against insects, and at 28 cents a pound it costs much more; but where the use of inflammable materials is prohibited it can be used for choice seeds, as in office rooms or dwellings.



Or are you taking a chance with an unprotected elevator, which might be entirely demolished at any moment by Lightning?

28.25 per cent of all the grain elevator fires for 5 years were caused by Lightning. This is greater than the combined fires of Locomotive Sparks and Friction. This means that one out of every three burned elevators were fired by Lightning.

Study this percentage carefully! Can you afford to operate an unrodded elevator?

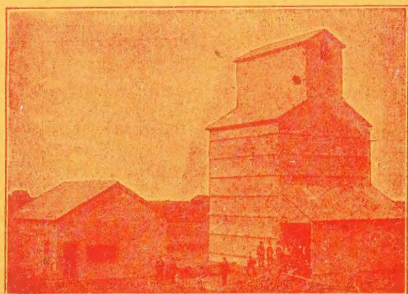
For information and estimates, write

ARROW CONDUCTOR & MFG. CO.

CHICAGO

NEW YORK

For Sale



For particulars see the
"ELEVATORS FOR SALE"
 columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

The cost for advertising is 20c per line

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. **Order Form 12AA. Price \$1.50.**

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

Building a Trade in Kiln Dried Corn

If you expect to install a drier and build up a trade in kiln dried corn—and hold it, *you must be prepared to deliver the goods.* Nowadays, to deliver the goods in kiln dried corn, you must dry your corn *evenly*, so the purchaser can keep it in storage without fear of its going out of condition, and the corn must be free from *cracked, blistered and discolored* kernels. Corn which has been cracked, blistered and discolored during the drying process is unfit, because it makes poor meal and unsatisfactory feed.

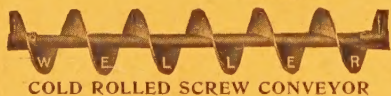
If you expect to build a trade for the future in kiln dried corn, SPECIFY THE ELLIS and you will not be disappointed.

| | | |
|--------|----------------------------|-------------------|
| Grain | THE ELLIS DRIER CO. | Oat |
| Driers | Postal Telegraph Bldg. | CHICAGO Bleachers |

DO YOU want machinery that will run **24 hours a day and every day** and that will not put you out of business with continual breakdowns and repair bills?

If you do, **specify and insist on getting**

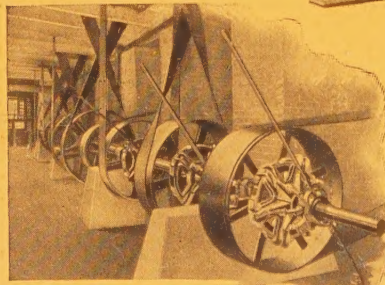
WELLER-MADE



COLD ROLLED SCREW CONVEYOR



STEEL CONVEYOR BOXES



POWER TRANSMISSION MACHINERY



STEEL ELEVATOR CASINGS.

Our Catalog G-20 Tells the Story.

Weller Mfg. Co., Chicago



A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

Save power in operating your cleaning machinery

ALWAYS CONSIDERS THE DAY FIRST.

The Day Company, Winnipeg, Can.
 Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the *DAY* first. Yours truly,
 WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed **FOUR** separate dust collecting systems for that company.

THE DAY COMPANY
 1122 Yale Place Minneapolis, Minn.